



City of East Grand Rapids
Work Session
Agenda

YouTube Livestream:
<https://bit.ly/3s8WgQY>

Begins at 6 pm.

June 2, 2025 – 4:30 p.m.
(EGR Community Center – 750 Lakeside Drive)

1. Call to Order.
2. Work session to review the Proposed 2025-26 Annual Budget.
3. Public Comment.

* * *

City of East Grand Rapids 2025-2026 Budget Review

June 2, 2025





2025-2026 Budget Highlights

- Total budget for all funds \$37.8 million
- Proposed Millage Rates

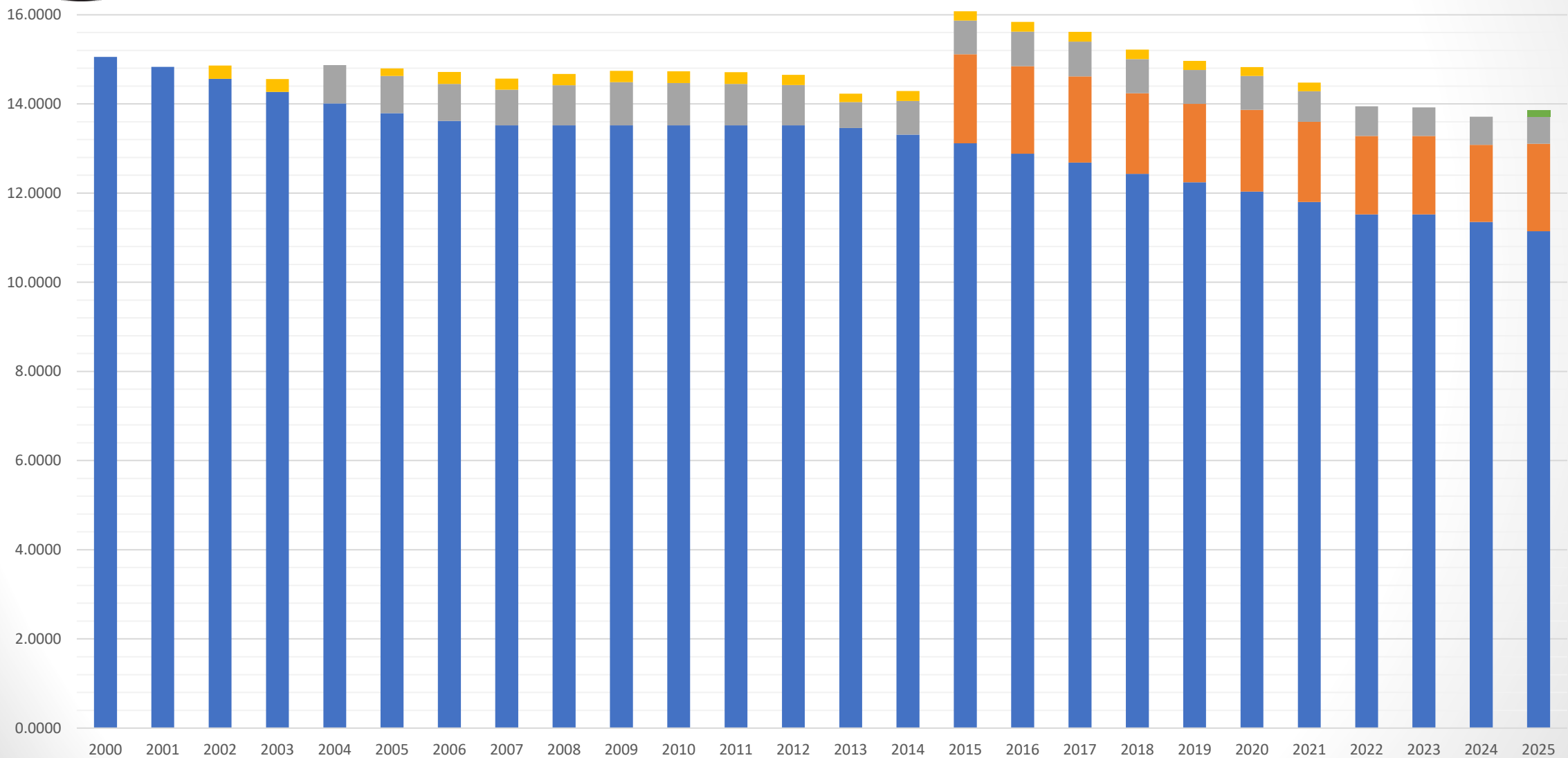
Millage	Proposed Levy
City Operating	11.1419
Streets & Sidewalks	1.9632
City Hall/Community Center Debt	0.6129
Parks Improvement Debt 2022	0.3508
Parks Improvement Debt 2025	0.1419
Total	14.2107

- The total 2024-2025 City millage rates were 14.0884. Differences is attributable to renewal of the Street & Sidewalk Millage and new Parks Debt Millage. The 2023-2024 City millage rates were 14.3272.



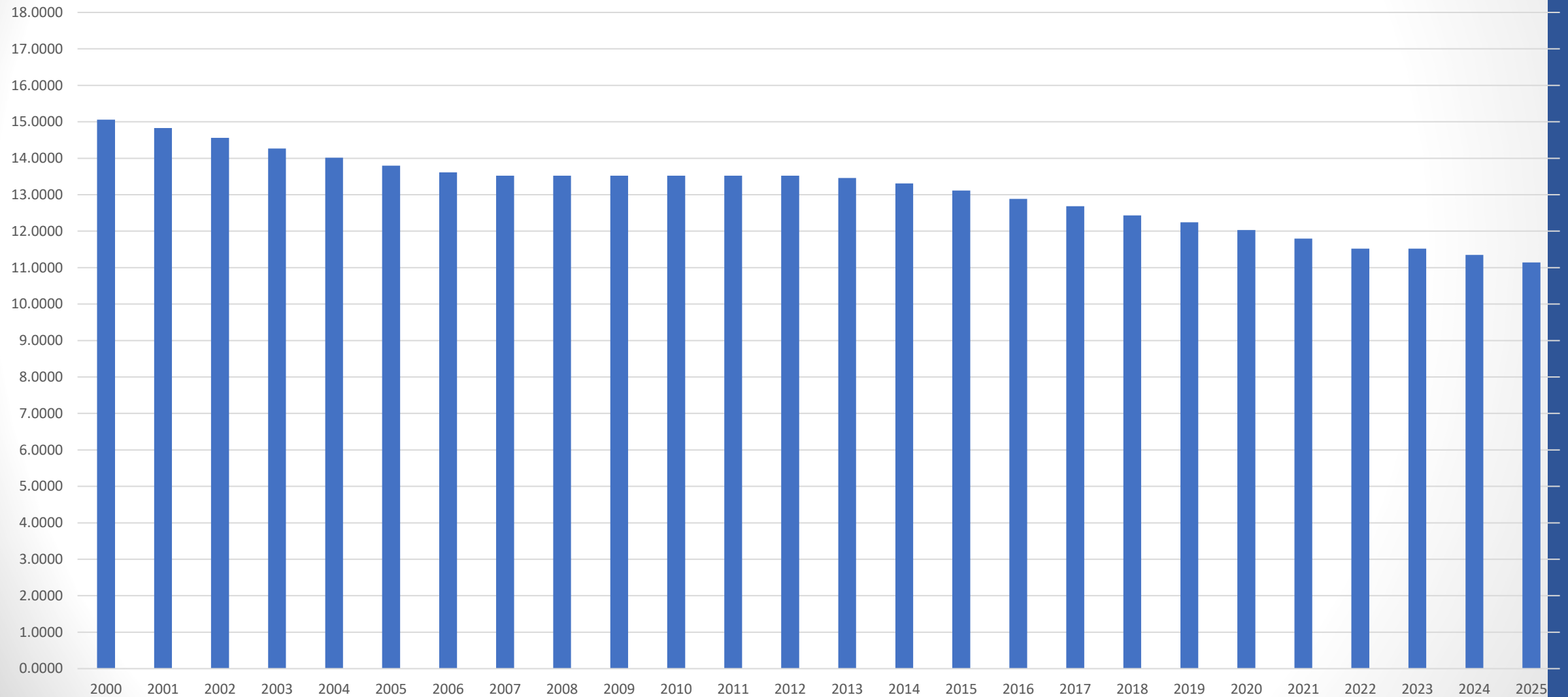
East Grand Rapids Millage History

Operating Road Millage City Complex Debt Wealthy Pool Parks Debt - 2022 Parks Debt 2025





Operating Millage





2025-2026 All Fund Revenues

FUND	2023-2024 ACTIVITY	2024-2025 ORIGINAL BUDGET	2024-2025 AMENDED BUDGET	2025-2026 CM RECOMMENDED BUDGET
REVENUE				
GENERAL FUND	16,723,870	14,484,560	14,761,660	14,974,010
MAJOR STREET FUND	1,160,220	1,075,420	1,075,420	2,737,340
LOCAL STREET FUND	2,106,650	2,473,700	2,473,700	2,108,430
MUNICIPAL STREET FUND	2,097,760	2,185,900	2,185,900	2,543,910
PUBLIC SAFETY TRAINING FUND	0	0	0	0
DRUG LAW ENFORCEMENT FUND	12,140	0	1,100	0
FED-AMERICAN RESCUE PLAN ACT	495,460	0	0	0
PARKS MILLAGE DEBT SERVICE	365,970	364,200	364,200	362,100
PARKS MILLAGE DEBT SERVICE (2025)	0	0	0	146,600
MUNICIPAL COMPLEX DEBT SERVICE	583,700	612,700	612,700	632,700
PARKS CAPITAL PROJECT FUND	2,248,440	455,000	455,000	145,000
WATER & SEWER FUND	5,411,920	5,369,870	5,369,870	5,323,470
HEALTH CARE FUND	1,499,450	1,508,000	1,508,000	1,695,000
MOTOR EQUIPMENT REVOLVING FUND	1,044,190	921,000	921,000	1,119,500
RETIREMENT SYSTEM FUND	4,929,730	1,707,000	1,707,000	1,707,800
OTHER POSTEMPLOYMENT BENEFITS TRUST FUND	338,490	295,000	295,000	305,000
SPECIAL ASSESSMENT FUND	11,000	11,000	11,000	10,110
TOTAL REVENUE ALL FUNDS	39,028,990	31,463,350	31,741,550	33,810,970



2025-2026 All Fund Expenses

FUND	2023-2024 ACTIVITY	2024-2025 ORIGINAL BUDGET	2024-2025 AMENDED BUDGET	2025-2026 CM RECOMMENDED BUDGET
EXPENDITURES				
GENERAL FUND	16,201,080	15,008,060	15,680,230	15,523,170
MAJOR STREET FUND	1,366,580	1,638,150	1,638,150	2,737,340
LOCAL STREET FUND	2,400,250	2,770,000	2,770,000	2,108,430
MUNICIPAL STREET FUND	1,804,700	2,398,390	2,398,390	3,078,480
PUBLIC SAFETY TRAINING FUND	0	0	0	0
DRUG LAW ENFORCEMENT FUND	0	0	12,000	0
FED-AMERICAN RESCUE PLAN ACT	495,450	180,000	180,000	0
PARKS MILLAGE DEBT SERVICE	364,250	362,950	362,950	361,500
PARKS MILLAGE DEBT SERVICE (2025)	0	0	0	146,230
MUNICIPAL COMPLEX DEBT SERVICE	583,250	610,650	610,650	631,850
PARKS CAPITAL PROJECT FUND	3,960,300	3,606,500	3,606,500	525,000
WATER & SEWER FUND	4,193,410	6,211,060	6,412,030	6,672,770
HEALTH CARE FUND	1,724,690	1,617,000	1,617,000	1,615,500
MOTOR EQUIPMENT REVOLVING FUND	876,240	1,398,350	1,398,350	2,123,940
RETIREMENT SYSTEM FUND	1,660,190	1,730,000	1,730,000	1,705,000
OTHER POSTEMPLOYMENT BENEFITS TRUST FUND	255,710	297,000	297,000	430,000
SPECIAL ASSESSMENT FUND	11,000	11,000	11,000	10,100
TOTAL EXPENDITURES ALL FUNDS	35,897,100	37,839,110	38,724,250	37,669,310



Impact of Proposal A

- Taxable Value increases by CPI or 5%, whichever is less
 - 2025 CPI – 3.1%
- Uncapped values are treated as growth on existing property resulting in millage roll backs.
- Operating Millage being rolled back due to property uncapping.
- Street Millage increased due to renewal but was rolled back from the approved 2.0 mills.



2025-2026 Proposed General Fund Budget

- Proposed Budget uses \$559,160 of General Fund's Fund Balance leaving balance of \$5.7 million.
 - Target Fund Balance is 25% of operating expenses - \$3.75 million
- Property Tax Revenues have grown by 4.6%
- Proposed Budget continues City's efforts to address deferred capital needs.



General Fund Budget

Project	Cost
Manhattan Parking Lots Resurfacing	\$400,000
Community Center HVAC Replacements	\$316,000
Community Center Carpet Replacement	\$100,000
Public Safety Equipment	\$104,570
Assorted IT Equipment Updates	\$66,200
Annual Joint Facilities Contribution	\$60,000
Other miscellaneous Capital Expenses	\$160,900
Total	\$1,106,770



General Fund Revenues

	Actuals	Original Budget	Amended Budget	Projected Budget	CM Recommended
	2023-2024	2024-2025	2024-2025	2024-2025	2025-2026
PROPERTY TAXES	10,352,550	10,985,300	10,985,300	10,989,800	11,505,520
INTERGOVERNMENTAL REVENUES	3,483,770	1,400,060	1,454,080	1,471,050	1,456,890
LICENSES AND PERMITS	76,800	90,000	90,000	70,000	75,000
CHARGES FOR CURRENT SERVICES	451,130	373,000	355,380	384,030	320,000
FINES & FORFEITURES	16,470	27,000	27,000	18,000	18,000
RECREATION REVENUE	1,049,660	1,167,700	1,173,200	1,173,200	1,162,800
INVESTMENT EARNINGS	833,760	275,000	500,000	700,000	275,000
OTHER REVENUE	382,770	166,500	176,700	320,660	160,800
TRANSFERS IN	76,960				
TOTAL REVENUES	16,723,870	14,484,560	14,761,660	15,126,740	14,974,010



General Fund Expenditures

	Actuals 2023-2024	Original Budget 2024-2025	Amended Budget 2024-2025	Projected Budget 2024-2025	CM Recommended 2025-2026
CITY COMMISSION	28,880	30,300	38,900	39,700	30,350
CITY MANAGER	464,420	450,600	462,430	463,170	464,280
ELECTIONS	45,420	57,000	52,300	52,200	55,500
ASSESSOR	164,850	175,740	180,520	180,520	192,580
CITY ATTORNEY	233,020	300,000	300,000	290,000	300,000
FINANCE	728,080	765,610	777,480	782,510	864,510
GENERAL ADMINISTRATION	1,580,270	1,275,000	1,265,900	1,275,700	1,275,000
PUBLIC SAFETY	4,941,250	5,066,520	5,066,520	4,900,550	5,156,110
CITY BUILDINGS	1,173,690	1,772,640	2,040,410	2,040,410	1,937,380
ZONING ADMINISTRATION	151,410	206,580	206,580	208,930	176,720
CITY ENGINEERING	128,640	0	94,500	201,800	66,800
YARD WASTE COLLECTION	452,330	528,450	528,450	529,400	543,520
TREE MAINTENANCE & REMOVAL	194,460	185,900	185,900	199,040	208,160
GASLIGHT BUSINESS DISTRICT	260,760	324,260	324,260	304,885	224,140
STREET LIGHTING	99,810	111,000	111,000	126,740	118,200
LAKE TREATMENT	15,710	43,000	43,000	42,060	25,000
PARKS & RECREATION	2,503,040	2,435,460	2,722,080	2,725,860	2,564,920
TRANSFERS OUT LOCAL STREETS	500,000	500,000	500,000	500,000	500,000
TRANSFERS OUT MUNICIPAL STREETS	500,000	500,000	500,000	500,000	500,000
TRANS TO MERF FUND					200,000
TRANSFER TO PENSION FUND	1,965,040	0	0		
TRANSFERS OUT CAPITAL PROJECT FUND	70,000	280,000	280,000	280,000	120,000
TOTAL EXPENDITURES	16,201,080	15,008,060	15,680,230	15,643,475	15,523,170



City Commission

		ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS		FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
	PERSONNEL	8,810	9,700	9,150	9,150
	OPERATING	20,070	20,600	29,750	21,200
	CAPITAL				
TOTAL		28,880	30,300	38,900	30,350



City Manager

FINANCIAL HIGHLIGHTS	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	353,340	355,700	364,730	367,130
OPERATING	111,080	93,900	96,700	96,150
CAPITAL	0	1,000	1,000	1,000
TOTAL	464,420	450,600	462,430	464,280



Elections

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	20,230	27,000	22,300	25,500
OPERATING	25,190	30,000	30,000	30,000
CAPITAL	0	0	0	0
TOTAL	45,420	57,000	52,300	55,500



Assessor

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	153,450	161,240	166,020	178,480
OPERATING	11,400	14,500	14,500	14,100
CAPITAL	0	0	0	0
TOTAL	164,850	175,740	180,520	192,580



City Attorney

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
OPERATING	233,020	300,000	300,000	300,000
TOTAL	233,020	300,000	300,000	300,000



Finance

FINANCIAL HIGHLIGHTS	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	522,900	542,980	553,600	572,680
OPERATING	176,490	201,130	202,380	225,630
CAPITAL	28,690	21,500	21,500	66,200
TOTAL	728,080	765,610	777,480	864,510



General Administration

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	1,380,000	1,100,000	1,100,000	1,100,000
OPERATING	200,270	165,000	165,900	165,000
CAPITAL	0	10,000	10,000	10,000
TOTAL	1,580,270	1,275,000	1,275,900	1,275,000

- General Administration includes City's Recommended Employer Contribution (REC) to its closed pension system. Payment is lower due to State of Michigan Protecting MI Pension grant received in 2023 for \$1.9 million. This amount may need to be increased based on market returns and the actuarial report which will be received after July 1, 2025.



Pension Information

- City closed its Defined Benefit Pension system in 2000.
- In 2021 the City separated from the Municipal Employee Retirement System (MERS) establishing a stand-alone system.
 - Separation was done in response to unpredictable funding requirements from MERS.
- Current target for 100% system funding is 2034-2035 fiscal year.
- Assuming annual markets returns of 6.75% future payments will be approximately \$1.1 million.



Public Safety

		ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS		FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL		4,219,100	4,188,020	4,181,020	4,333,890
OPERATING		705,510	754,400	711,750	751,250
CAPITAL		16,640	124,100	124,100	70,970
TOTAL		4,941,250	5,066,520	5,016,870	5,156,110



City Buildings

FINANCIAL HIGHLIGHTS	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	265,490	295,190	321,460	332,630
OPERATING	566,670	708,950	692,850	742,850
CAPITAL	341,530	768,500	1,085,000	861,900
TOTAL	1,173,690	1,772,640	2,099,310	1,937,380

City Building Capital	Cost
Manhattan Parking Lots	\$400,000
Various HVAC Improvements	\$350,000
Flooring Replacement	\$100,000



Zoning

FINANCIAL HIGHLIGHTS	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL	114,280	122,880	123,050	127,720
OPERATING	37,130	83,700	78,700	49,000
CAPITAL	0	0	0	0
TOTAL	151,410	206,580	201,750	176,720



Street Lighting

FINANCIAL HIGHLIGHTS	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
OPERATING	94,190	103,000	103,000	108,200
CAPITAL	5,620	8,000	8,000	10,000
TOTAL	99,810	111,000	111,000	118,200



Gaslight Business District

FINANCIAL HIGHLIGHTS		ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
PERSONNEL		20,200	31,810	31,710	31,740
OPERATING		145,040	157,450	120,650	167,400
CAPITAL		95,520	135,000	163,850	25,000
TOTAL		260,760	324,260	316,210	224,140



Yard Waste Collection/Refuse/Compost

FINANCIAL HIGHLIGHTS		ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
PERSONNEL		205,880	214,500	220,400	226,320
OPERATING		246,450	313,950	281,950	317,200
TOTAL		452,330	528,450	502,350	543,520



Lake Treatment

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
OPERATING	15,710	43,000	43,000	25,000
TOTAL	15,710	43,000	43,000	25,000



Tree Maintenance & Removal

		ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS		FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL		74,070	57,900	68,100	69,860
OPERATING		120,390	128,000	161,000	138,300
TOTAL		194,460	185,900	229,100	208,160



Parks & Recreation

		ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS		FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
PERSONNEL		1,357,530	1,548,730	1,530,780	1,601,570
OPERATING		818,030	870,230	894,330	963,350
CAPITAL		327,480	16,500	328,310	0
TOTAL		2,503,040	2,435,460	2,753,420	2,564,920

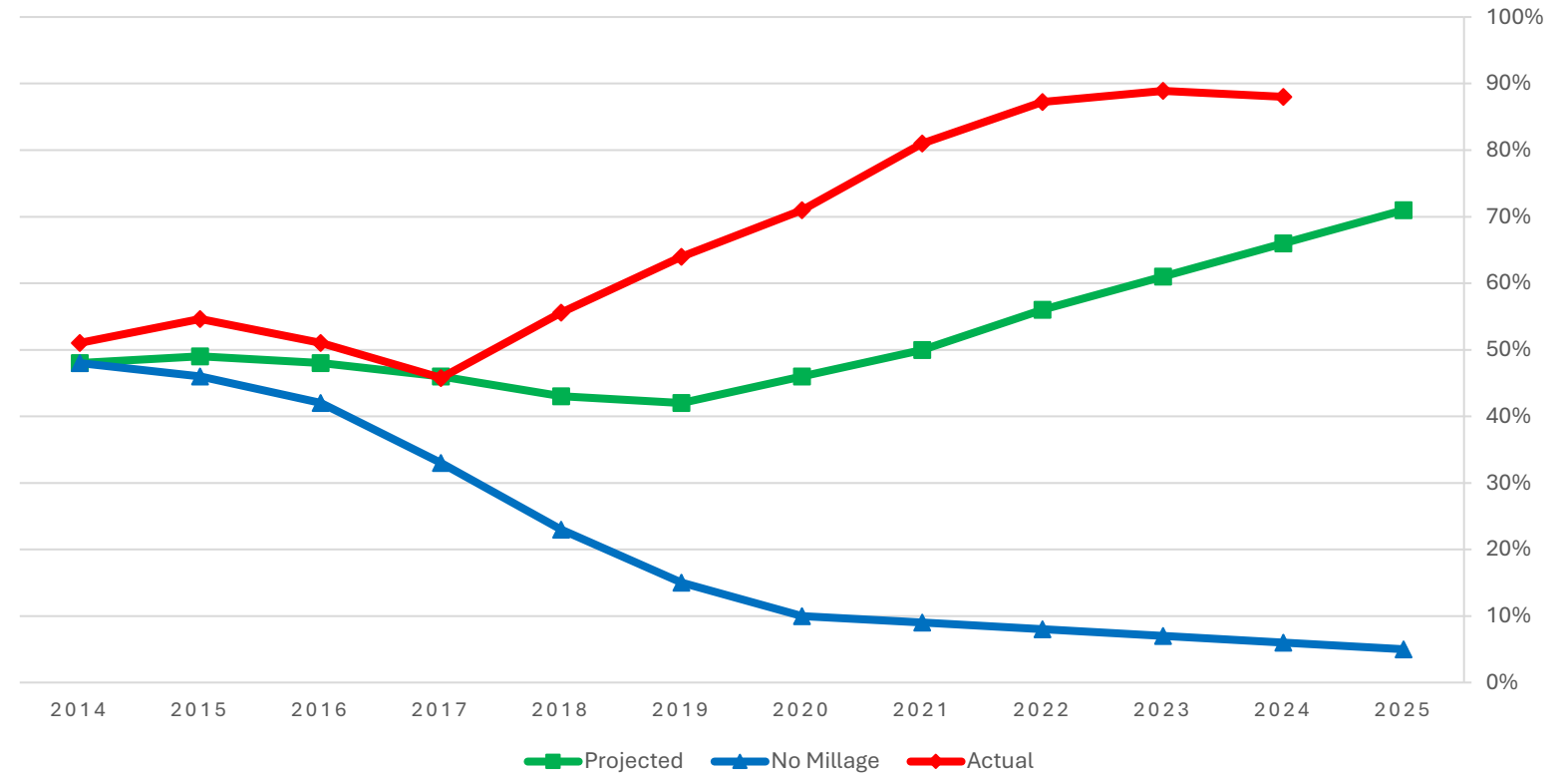


Street Funds



Percentage of Roads in Good/Fair Condition (PASER Ratings 5-10)

The blue line shows road condition projection if no additional funding was received. The green line projects road conditions through the 10-year period of the Street & Sidewalk Millage using the additional 2.0 mills approved by EGR residents. The red line shows current ratings with approved millage.





Major Streets

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
REVENUES				
STATE SOURCES	1,157,670	1,075,420	1,075,420	1,121,250
INTEREST	2,550	-	-	-
TRANSFERS IN	-	-	-	1,616,090
TOTAL REVENUES	1,160,220	1,075,420	1,075,420	2,737,340
EXPENDITURES				
PERSONNEL	355,700	381,900	404,850	441,590
OPERATING	258,860	363,250	377,700	367,150
CONTRACTED SERVICES	214,830	155,000	224,500	160,000
CAPITAL	537,190	738,000	631,100	1,768,600
TOTAL EXPENDITURES	1,366,580	1,638,150	1,638,150	2,737,340
REVENUES OVER/(UNDER)	(206,360)	(562,730)	(562,730)	-



Local Streets

	ACTUALS	ORIGINAL	AMENDED	RECOMMENDED
FINANCIAL HIGHLIGHTS	FY 2023-2024	FY 2024-2025	FY 2024-2025	FY 2025-2026
REVENUES				
STATE SOURCES	456,580	403,310	403,310	421,040
INTEREST INCOME	70	-	-	-
OTHER REVENUE	-	-	-	-
TRANSFERS IN	1,650,000	2,070,390	2,205,390	1,687,390
TOTAL REVENUES	2,106,650	2,473,700	2,608,700	2,108,430
EXPENDITURES				
PERSONNEL	349,020	382,700	447,320	442,230
OPERATING	176,160	262,300	299,500	290,600
CONTRACTED SERVICES	125,500	104,000	128,000	117,000
CAPITAL	1,749,570	2,021,000	1,895,180	1,258,600
TOTAL EXPENDITURES	2,400,250	2,770,000	2,770,000	2,108,430
REVENUES OVER/(UNDER)	(293,600)	(296,300)	(161,300)	-



Municipal Streets

	ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
FINANCIAL HIGHLIGHTS				
REVENUES				
TAXES	1,577,770	1,675,400	1,675,400	2,033,810
INTEREST INCOME	8,990	-	-	-
TRANSFERS IN	511,000	510,500	510,500	510,100
TOTAL REVENUES	2,097,760	2,185,900	2,185,900	2,543,910
EXPENDITURES				
OPERATING	23,880	23,000	24,400	20,000
SIDEWALKS	193,070	700,000	700,000	250,000
CAPITAL	437,750	105,000	103,600	5,000
TRANSFERS OUT	1,150,000	1,570,390	1,705,390	2,803,480
TOTAL EXPENDITURES	1,804,700	2,398,390	2,533,390	3,078,480
REVENUES OVER/(UNDER)	293,060	(212,490)	(347,490)	(534,570)



Water & Sewer Fund

	ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
FINANCIAL HIGHLIGHTS				
REVENUES				
PENALTIES & INTEREST	44,180	65,000	65,000	45,000
WATER FEES	912,330	895,000	895,000	922,000
SEWER FEES	1,308,650	1,317,250	1,317,250	1,356,770
RTS FEES	2,891,140	2,902,620	2,902,620	2,989,700
OTHER REVENUE	5,620	10,000	10,000	10,000
TRANSFERS IN	250,000	180,000	180,000	-
TOTAL REVENUES	5,411,920	5,369,870	5,369,870	5,323,470
EXPENDITURES				
PERSONNEL	842,650	847,430	886,450	912,840
OPERATING	1,194,690	1,162,750	1,204,850	1,250,550
WATER CHARGES	875,660	986,600	986,600	1,007,930
SEWER CHARGES	1,077,650	1,275,230	1,275,230	1,329,850
CONTRACTED SERVICES	184,120	106,050	145,050	126,000
CAPITAL	18,640	1,833,000	1,913,850	2,045,600
TOTAL EXPENDITURES	4,193,410	6,211,060	6,412,030	6,672,770
REVENUES OVER/(UNDER)	1,218,510	(841,190)	(1,042,160)	(1,349,300)



Water & Sewer Fund

- Includes 3% rate adjustment.
- Continues funding for lead service line replacement.

WATER AND SEWER FUND

WATER DEPARTMENT

Watermain Projects	672,000
Beltline Connection	450,000
LSL Replacements	750,000
Valve Replacement Program	20,000

SEWER DEPARTMENT

Sanitary Sewer CIPP	300,000
---------------------	---------



Motor Equipment Replacement Fund (MERF)

	ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
FINANCIAL HIGHLIGHTS				
REVENUES				
RENTAL INCOME	813,050	905,500	905,500	904,500
SALE OF CAPITAL ASSETS	41,380	-	-	-
INTEREST	1,360	500	500	-
OTHER REVENUE	19,910	15,000	15,000	15,000
TRANSFERS IN	168,490	-	-	200,000
TOTAL REVENUES	1,044,190	921,000	921,000	1,119,500
EXPENDITURES				
PERSONNEL	168,130	186,050	186,850	189,540
OPERATING	708,110	752,300	751,500	754,400
CAPITAL	0	460,000	460,000	1,180,000
TOTAL EXPENDITURES	876,240	1,398,350	1,398,350	2,123,940
REVENUES OVER/(UNDER)	167,950	(477,350)	(477,350)	(1,004,440)



Health Insurance

	ACTUALS FY 2023-2024	ORIGINAL FY 2024-2025	AMENDED FY 2024-2025	RECOMMENDED FY 2025-2026
FINANCIAL HIGHLIGHTS				
REVENUES				
HEALTH PREMIUMS	1,299,400	1,423,000	1,423,000	1,612,000
HEALTH INSURANCE REIMBURSEMENT	153,400	50,000	50,000	50,000
INTEREST	7,920	5,000	5,000	-
OTHER REVENUE	38,730	30,000	30,000	33,000
TOTAL REVENUES	1,499,450	1,508,000	1,508,000	1,695,000
EXPENDITURES				
INSURANCE PAYMENTS	1,041,140	915,000	915,000	910,000
INSURANCE ADMINISTRATION FEES	98,890	102,000	102,000	105,000
STOP LOSS FEES	378,990	410,000	410,000	400,000
RHSA EXPENDITURES	28,270	25,000	25,000	32,000
LIFE AND AD&D FEES	24,370	22,000	22,000	24,000
LTD INSURANCE PREMIUMS	17,030	18,000	18,000	19,500
TRANSFER TO OPEB TRUST	136,000	125,000	125,000	125,000
TOTAL EXPENDITURES	1,724,690	1,617,000	1,617,000	1,615,500
REVENUES OVER/(UNDER)	(225,240)	(109,000)	(109,000)	79,500



Questions?



City of East Grand Rapids
Regular City Commission Meeting
Agenda

YouTube Livestream:
<https://bit.ly/3s8WgQY>

Begins at 6 pm.

June 2, 2025 – 6:00 p.m.

(EGR Community Center – 750 Lakeside Drive)

1. Call to Order.
2. Pledge of Allegiance.
3. Approval of Agenda.
4. Public Comment.
5. Report of Mayor, City Commissioners and City Manager, including committee liaison reports.

Regular Agenda Items

6. Budget public hearing
7. ~~Review and provide input on a draft PUD amendment for the Gaslight Investors PUD based on the revised concept plan presented on May 5, 2025.~~ **This item has been tabled to a later date.**
8. Consider authorizing the purchase of Pickleblock sound curtains for the Manhattan Park pickleball courts for a total cost not to exceed \$24,600.
9. Reviews and consider taking a vote to authorize the distribution of the Draft Master Plan Update to neighboring communities and other agencies pursuant to the Michigan Planning Enabling Act.

Consent Agenda Items (no hearing required; approval requested unless noted).

10. Minutes of the regular meeting held May 19, 2025.
11. Disbursement of funds: payroll disbursements of \$305,101.36; county and school disbursements of \$0, and total remaining disbursements of \$642,003.04.
12. Communications

****Special meeting to adopt the 2025-2026 annual budget to be held after regular meeting.**

* * *



CITY OF
EAST GRAND RAPIDS

6

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506
(616) 949-2110 www.eastgr.org

SHEA CHARLES
CITY MANAGER

MEMORANDUM

TO: Mayor and City Commissioners
FROM: Shea Charles, City Manager
DATE: May 27, 2025

RE: General Fund Budget and Property Tax Levy Hearing

Action Requested: That the City Commission hold a public hearing on the FY 2025-2026 City of East Grand Rapids General Fund budget and property tax levy, 6:00 pm, Monday, June 2, 2025 in City Commission chambers.

Background: The City Commission must hold a public hearing on the FY 2025-2026 City of East Grand Rapids General Fund budget and property tax levy. A notice concerning this hearing has been placed in the newspaper.

The proposed operating millage rate is 11.1419 which will generate \$11,495,520. The budget also proposes a Streets & Sidewalk millage rate of 1.9632, providing \$2,033,810 in funding. A copy of the proposed budget can be found at <https://www.eastgr.org/Archive.aspx?AMID=36>

Pursuant to the City Charter the budget can be formally adopted in a special meeting following the regular city commission agenda.

Shea Charles
City Manager



CITY OF EAST GRAND RAPIDS

7

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506
(616) 940-4817 www.eastgrmi.gov

JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Jay Gianotti, Zoning Administrator
DATE: May 28, 2025

RE: **Gaslight Investors Planned Unit Development Amendment
2255 Wealthy St. SE and 515 Lakeside Dr. SE (PPNs 41-14-33-276-032 and 41-14-33-276-029) – Feedback on Draft PUD Amendment and Standards of Review**

Action Requested:

That the City Commission reviews and provides input on a draft PUD amendment and resolution as well as provide input related to each one of the Standards of Review in Section 5.49, of the Gaslight Investors PUD based on the revised concept plan presented on May 5, 2025.

Background:

On May 3, 2024, Gaslight Investors submitted an application regarding a revised and amended site plan for the Planned Unit Development (PUD) at 2255 Wealthy St. and 515 Lakeside. The original PUD plan, then referred to as the Jade Pig PUD, was approved in 2004. The first phase of this development was approved and constructed in 2005. No further development on this site has occurred since then. An amendment to this original PUD was approved in 2008, but no construction ever took place. Thus, that approval was voided. A revised concept plan for the site was introduced to the Planning Commission in 2020, but because of factors related to the COVID-19 pandemic, the plan never advanced beyond that stage.

As a major change to the previously approved PUD preliminary plan and agreement, the applicants are required to proceed through the entire PUD approval process for this revised plan. This involves two sets of hearings at the Planning and City Commission levels. A basic timeline of this process, including the current step in this process, is shown in Exhibit 1. This current stage – the PUD concept plan stage – is solely for review of the overall concept plan. Section 5.47 of the zoning ordinance lists the materials that are required at this stage. Note that final building designs, floorplans, and details such as building materials, public/private amenities, and specific tenants or occupants are not provided or required at this stage. The concept plan is

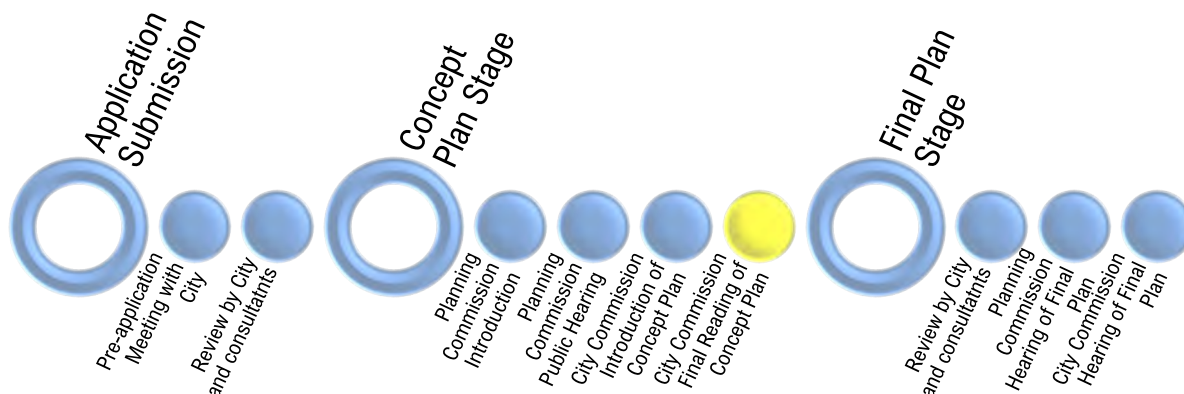


Exhibit 1 – General PUD approval timeline with the current step highlighted in yellow. The formal public hearing of the concept plan was held on February 17, 2025, with an additional revision presented on March 31, 2025. If the concept plan is approved, the final part of this step would be an introduction of a corresponding PUD amendment, followed by a public hearing for the PUD amendment with the Planning Commission and final reading by the City Commission.

intended to simply show the basic layout of proposed buildings, streets, and other important elements that illustrate the intended vision for the site. More detailed designs and requirements, including a legal PUD agreement, are considered at the third and final review stage. The purpose of a concept plan approval is to give the applicants reasonable assurance that their proposed concept is viewed favorably so that the final site plan and detail designs can be produced with confidence. The final site plan will be judged against the approved concept plan to ensure it remains in general compliance with what the City Commission approves. The City Commission may make suggestions or recommendations regarding elements they would like to see in the final plan, but these are not required to be presented or approved at this stage.

Summary of Previous Actions:

To date, the formal review process for this revised concept has lasted nearly one year. A revised concept plan was introduced to the Planning Commission on June 11, 2024. After providing feedback on the presented concept, the Planning Commission voted unanimously to move the concept plan to a public hearing. In the interim, the City hosted an open house on June 24 to give the public a greater opportunity to view the concept plan and ask questions to the developer and architects. Over 40 residents attended this open house; the comments received at this open house are attached to these materials. Table 1 shows a summary of the major themes emerging from the open house feedback. A formal public hearing with the Planning Commission was then held on July 9, 2024. At the end of this meeting, the Planning Commission requested additional information regarding the project’s impact on traffic, pedestrian safety, and mobility options. This additional information from the applicants was introduced at a public hearing on November 12. After considering all of this information, the Planning Commission voted 8-1 to recommend approval of the concept plan with the following conditions:

- Comprehensive traffic, pedestrian, bicycle and mobility study to address vehicle, bicycle, foot traffic for the site in the high-traffic season to the satisfaction of the city.
- Physical traffic (vehicle) counts at active times
- The traffic study should be reviewed and verified by city staff
- Delivery truck analysis
- Full utility capacity/impact for stormwater management pursuant to Chapter 28 of the City Code prioritizing natural-based solutions.
- Impact assessment for sanitary sewer, storm sewer, and water system utilities to the city’s satisfaction
- A “shade” study to evaluate the effects of building massing on neighboring properties
- Environmental impact assessment for proposed and historical uses to the city’s satisfaction.
- Fiscal impact assessment demonstrating the financial feasibility for the development and Gaslight

Table 1 – Major feedback themes from June 24, 2024 Open House Engagement

Development Design	Circulation/Access	Other
• Excitement for new development • More green space and public space • Concerns about seven-story building height • Concerns on parking - amount and location (less street parking)	• Traffic study - take into account vehicles, pedestrians, bicycles, and transit • Consider additional facilities for handling increased traffic, such as traffic light (roundabout not favored) • Keep easy pedestrian access for apartments/condos on Lakeside	• Provide streetscape designs for roads • More emphasis on environmental sustainability • Will increased residential density impact schools?

Village as a whole.

- Parking analysis with a balanced solution

Though not explicitly stated, the City interprets that these conditions would need to be met at the final plan stage. Additionally, the Planning Commission requested the City to increase the public notification radius for this project to 1,000’ instead of the standard 300’ set forth in State law.

This version of the concept plan was introduced to the City Commission at their January 21, 2025 meeting, where it was unanimously voted to advance the concept plan to a public hearing. This public hearing was held on February 17, 2025 at the EGR Performing Arts Center. An additional open house was held on February 4 to allow residents the opportunity to view the proposed concept plan, including this revision. Additional public comments regarding the proposed concept plan have been made at various master plan subarea meetings, planning commission meetings, and city commission meetings throughout the year. After the February 17 public hearing, the applicants made revisions to the concept plan to reduce the overall density and building heights. This revised concept was presented at the March 31, 2025 City Commission meeting and further tweaked to the most recent iteration presented on May 5, 2025.

In the concept now under consideration, one proposed building has been removed, resulting in a total of nine buildings on the site and allowing for more open space. In conjunction with this change, Building E has been relocated to act as a terminus to the entry drive from Bagley Ave. Several buildings have been reduced in height; now, none exceed five stories compared to one building originally featuring seven stories. The height of the new parking deck has also been reduced. To make up for the loss of parking capacity, additional surface parking has been added to the site. In response to multiple requests for additional greenspace, a larger outdoor amenity area has been added to the north of Building E. Table 2 shows a brief summary of major changes to the site plan from 2004 to now. The applicants have provided preliminary analysis to address some of the comments made at the Planning Commission public hearing. These include an updated parking study, additional renderings illustrating building massing and pedestrian activity, updated multi-modal movement diagrams, and a proposed timeline for preparing the final traffic, parking, and multimodal impact studies. These are included with these materials along with the original submission materials

Table 2 – Summary of major PUD plan changes from approved 2004 plan to 2025 proposed plan

After extensive discussion and feedback, the City Commission allowed the City and consultants to prepare an amendment and resolution to approve a revised concept plan based on the May 5 version of the concept plan. This was initially discussed at the May 19, 2025 City Commission meeting. Feedback at that time from the

Approved 2004 PUD	Proposed 2024 PUD Amendment (May 2025)
7 total buildings with retention of existing parking garage • 2 Commercial buildings • 1 Parking garage (existing) • 1 Mixed-use building (commercial & residential) • 3 Residential buildings	9 total buildings (2 already constructed) including new parking garage • 2 Commercial buildings (existing) • 1 Parking garage (new) • 3 Mixed-use buildings (commercial and residential) • 1 Residential building • 2 rows of Townhouses
Tallest building: 7-stories, 79’ height, solely for residential use	Tallest building: 5-stories, appx. 70’ max. height, mixed-use (commercial and residential)
107 residential units (condominiums)	149 residential units, including condos, apartments, and townhomes. Project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).
99,420 s.f. commercial	109,430 s.f. commercial
687 total parking spaces (only 414 present)	523 total parking spaces

public and Commissioners has been reviewed and used to revise these materials. This is included in the agenda materials for further discussion.

Concept Plan vs. Final Plan:

As noted throughout this process, the PUD approval process involves first the approval of a concept plan, then the later approval of a final plan before any development can begin. The following sections explain the differences to help reduce confusion about what is expected at each step.

Concept Plan The concept plan is the first plan for development that is reviewed. It is only intended to show the general relationships between the buildings and circulation on the land, including basic massing, location, and function. The overall intent of a concept plan is to show what might be possible to develop. For example, if someone was looking to develop a vacant residential lot, they would first need to create a concept for the lot showing where the house and any accessory buildings would go, how access to the house and accessory buildings will be handled, and a check for what the limits for development might be based on factors such as budget, intended usage, and ordinance requirements. The owner might have specific ideas about what appliances, fixtures, materials, furniture, and other items they might want in the finished home and lot, but these points are irrelevant to consider without an accepted concept plan in place. For these reasons, it is not practical or expected to see such details with the concept plan. This does not mean that any requested studies and additional information are not important, only that the plan must pass through this phase first to allow for the plan development required to give those studies any real-life meaning.

Final Plan The final plan is the second and final plan for development that is reviewed. This plan includes the final design of the proposed buildings, including locations, façade design and shape, floorplans, materials, etc., as well as final designs and locations for roadways, public amenities, landscaping, and the like. With this level of detail, it will be possible to provide more comprehensive studies related to parking, traffic, environmental, infrastructure, and other items required with a PUD plan approval. The final plan is also judged based on conformity with an approved concept plan. Crucially, the final plan cannot be created, much less reviewed, without an approved concept plan first because it is not feasible to create such details without having an approved concept as its basis.

It should be stressed that approving the concept plan in its current form does not mean that the City is barred from requesting or requiring further modifications at the Final Plan stage. Similarly, it is expected that refinements to the concept plan will be made in the Final Plan stage as the overall uses are more clearly defined, the building & amenity designs are developed, and more detailed studies are completed. If any issues or concerns arise as a result of these additional studies or other items, the City and Commissions can still require they be corrected before approving the final plan.

One other point to mention is that for the purposes of approving the concept plan, ***the first and foremost responsibility is to follow the required standards of review for the concept that the applicant is presenting.*** Throughout this process, multiple ideas of what could be developed here have been proffered. However, the standards of review must only be judged on what the applicant has presented, not what other alternatives might exist. This is no different from any other zoning or site plan review that the City does: ***if the plan presented by the applicant meets the required standards of review, regardless of if other things could be developed, then the concept plan must be approved. Any vote to deny must be reasonably linked to one of the standards of review.*** Similarly, topics that have been brought up that are not listed as one of the standards of review cannot be used as a basis of denial.

To aid the City Commission in their review, the City plans to discuss each of these standards extensively tonight to summarize the City's analysis in conjunction with various consultants. The Commission is invited to ask questions and provide feedback on each of the criteria as it is discussed. The Commission is also requested to complete and submit the attached standards of review worksheet in conjunction with this review.

Review of Standards:

To approve a major change to a PUD agreement, the following criteria under Section 5.49 must be met. ***If all criteria are met, then the Commission is required to grant approval.***

- A. *The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively.*

Staff comments: City staff and consultants believe that this standard is met. The overall mix of uses is quite similar to the originally approved PUD and provides many of the same benefits as the original plan. The revisions from 2024 to now have retained a generally mixed-use development character. Additionally, the 2018 City Master Plan showed having mid-rise building up to seven stories as the preferred development concept for the site. Exhibit 2 shows these renderings for comparison.

There have been multiple comments that the standards in Section 5.47 of the zoning ordinance, pertaining to concept plan review, have not been met. In the City's and consultant's view, these standards have all been met to the extent that valid information can be provided at this stage. Table 2 goes over this in more detail.



Village Address Perspective



Village Address Perspective Land Use

Exhibit 2 – Renderings of preferred PUD site concepts from the 2018 City Master Plan

- B. *The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the city's master plan.*

Staff comments: City staff and consultants believe that this standard is met. The 2018 Master Plan provides guidance on what the preferred intent of this area should be. If anything, the proposed uses are more varied than originally conceived. Of note:

- The proposed plan calls for appx. 31,930 s.f. of new commercial space for a total of 109,430 s.f.. By comparison, only appx. 99,420 s.f. of total commercial space was proposed in the original PUD agreement.
- The number of residential units in this proposed plan would be 149 units. These are comprised of different types of housing such as apartments, condominiums, and townhouses. By comparison, the originally approved PUD plan had 107 housing units, all of them being apartments. The applicant's materials also indicate a commitment to providing market-rate housing with this plan which was not present in the original plan.
- The main access for the PUD from the north would be rerouted to connect with Shopping Center Drive at the Greenwood/Lakeside intersection. The existing vehicular access point to the east of Reeds Lake Blvd. would be converted solely to pedestrian access (though the existing access road to Lakewood Hills Apartments would remain.) This may be preferable from a traffic management standpoint as the current north vehicular access is offset less than 100' from Reeds Lake Blvd. While the City's Master Plan indicates a proposed road connection to the Reeds Lake Blvd. intersection, the overall intent of this recommendation is understood simply to provide a clear and easily accessible north-south connection between Wealthy and Lakeside. In that light, strict adherence to the Master Plan is not necessary if the general intent is still there and current data shows that a better alternative is available¹. Compared to the previously presented concepts, however, the overall circulation through the site is less direct as multiple parking lots need to be traversed to pass from north to south

¹ Though not specifically referenced in the Master Plan, the proposed concept also allows for future connections to the D&W Shopping Center site should opportunities arise.

Table 2 – Summary of Section 5.47 Concept Plan Standards

(particularly around Building E.) With this in mind, a comprehensive traffic impact and pedestrian

STANDARD OF REVIEW	STAFF COMMENTS
1. PUD Concept Site Plan, plus list or requirement information.	City staff and consultants reviewed this and found that all elements listed in this section that are relevant to this request are present.
2. Concept plan narrative	This was provided in the applicant's original submission materials.
3. Table of modification	This was provided in the applicant's original submission materials.
4. Phasing Plan	This is not applicable at this time as the applicants have not indicated multiple phases of construction.
5. Additional information requested by the Planning Commission	This section lists examples of items that can be reviewed if <i>requested by the Planning Commission</i> (emphasis added) at the concept plan stage. Any examples listed in this item are not mandatory unless specifically requested. Even then, some studies cannot be fully completed without the details provided in a final plan, meaning the concept plan needs to be approved first to allow the final plan to be created. Nonetheless, the following studies have been provided with the plan to date: • Preliminary Traffic/Parking Study – Fleis & Vandenbrink, Progressive Companies • Environmental & Soil Concerns – Prein & Newhof • Preliminary Utility Analysis – City • Building Code Requirements – Cascade Building Inspection Services (attached to materials) • Public Safety Review – EGR Public Safety Dept. (attached to materials) Based on the level of detail required and expected at the concept plan phase, City staff and consultants believe that this standard is met to allow the plan to move to the final plan stage. In summary, the general consensus with these studies is that there are no immediate concerns at this point, though additional studies will still be necessary with the final plan phase. Additional studies can still be required at the final plan stage.

study will be required with the final plan submittal. The study should include additional information on traffic flow and traffic mitigation strategies with this proposed concept.

While there has been extensive discussion on the scale of this proposed concept plan compared to other residential and commercial areas in the City, it is important to note that much of the proposed development would meet the City's existing zoning ordinance requirements. Table 3 analyzes this in more detail. Based on the proposed development in this concept plan, development on the 2255 Wealthy parcel is only compared to C-1 standards, and development on the 515 Lakeside Parcel is only compared to MFR standards. As shown here and in Table 4 below, ***the proposed development would already meet most of the standard C-1 and MFR zoning requirements.*** The deviations that do appear are mostly related to height and parking. ***These should not be seen as deficiencies*** as PUD zoning allows for allowances outside of traditional zoning. The main focus of the PUD review, then, should be on how any deviations from the zoning ordinance are handled in the concept plan. For example:

- While the height of the proposed buildings exceeds the zoning ordinance requirements, it would be less than the concept plan that was approved in 2004 and amended in 2008. ***Additionally, the adjacent Lakewood Hills Apartments development has a consent agreement in place that allows them to construct three new buildings up to 5 stories and 48' in height to the roof midpoint. This agreement is still in effect and has no expiration date, meaning it could be***

Table 3 – Comparison of PUD Development Features with Standard Zoning Requirements

implemented at any time. In this light, the height of the proposed buildings at the Gaslight

Standard	Requirement	Compliant?	Comments
C-1 Standards (2255 Wealthy Parcel)			
Min. Area	0 s.f.	✓	
Min. Lot Width	0'	✓	
Min Front Setback	0'	✓	
Min. Side Setback	0'	✓	
Min. Rear Setback	0'	✓	
Max. Building Height	40'	✗	Tallest building up to 5 stories, though 2004 PUD approval allowed up to 7 stories and 79' height. See Table 5 for additional height comparisons.
	3 stories		
Parking – Commercial	Varies	T.B.D. with Final Plan	More details of commercial uses needed to judge
Parking – Residential	1.5 spaces/d.u.	✗	PUD allocates 1 space/d.u., though this could be mitigated with shared parking
MFR Standards (515 Lakeside Parcel)			
Min. Lot Area/unit	2,100 s.f.	✓	
Min. Lot Width	n/a	n/a	
Min. Front Setback	10'	✓	
Max. Front Setback	25'	✓	
Min. Side Setback	10'	✓	
Min. Street Side Setback	12'	✓	
Min. Rear Setback	25'	✗	Parking garage appears to have <25' setback from rear (south) lot line
Max. Building Height	35'	T.B.D. with Final Plan	More details of building design needed to judge
	2.5 stories	✗	Building F would have at least 3 stories; Townhouses could qualify as 2.5 stories if highest story is less than 50% of area of floor below it
Max. Building Coverage	60% lot area	✓	City estimates proposed building coverage to be 44% of lot area
Max. Lot Coverage	80% lot area	✓	City estimates proposed total lot coverage to be 74% of lot area
Rooftop terrace setback, Front	20'	T.B.D. with Final Plan	More details of building design needed to judge
Rooftop terrace setback, Side	10'	T.B.D. with Final Plan	More details of building design needed to judge
Rooftop terrace setback, Rear	25'	T.B.D. with Final Plan	More details of building design needed to judge
Max. Uninterrupted building façade	30'	T.B.D. with Final Plan	More details of building design needed to judge
Min. Access Driveway width	24'	✓	
Min. Access Driveway Side Setback	5'	✓	
Parking	1.1-1.8 spaces/d.u., based on # bedrooms	✗	Townhouses (G & H) provide 2 parking spaces per unit. Building F allocates 1 space/d.u., though surface spaces around Building F could also be used to satisfy demand in off-hours.

Investors site would be very comparable to the Lakewood Hills Apartments concept plan. Finally, as will be discussed below, the City's current master plan currently recommends this site to be used for a mid-rise mixed-use development as proposed in this concept plan.

- While the zoning ordinance generally requires more off-street parking than what this concept plan provides for, the parking studies done to date have concluded that with shared parking, the

parking needs for these uses can still be met with the parking lots and structures proposed². This could constitute an overall benefit as fewer parking areas can leave room for other desirable open space and amenities.

There have been multiple comments regarding the site's original PUD approval in 2004 and why the current concept plan appears to deviate from that. Parking and streetscaping have been examples of items cited in this regard. It should be noted that, with regards to streetscaping, many of the provisions in the 2004 PUD amendment were specific to the City's overall update of the Wealthy Street landscaping at the same time, so any references to those conditions would already have been fulfilled. References to contributions for other street improvements are deemed better handled with the PUD agreement at the final plan stage. With regards to parking and usage of the former parking deck, the City Commission has already approved the demolition of the old deck so any conditions related to that would be nullified. Any other conditions related to parking would also be deemed more appropriate in the PUD agreement made with the final plan.

It is also worth noting that the originally approved 2004 PUD plan also had multiple deviations from the zoning ordinance at the time. Examples include:

- The tallest buildings in the 2004 PUD were seven stories and 79' height to the midpoint of the roof. The maximum allowable height at the time was 2 stories at 28' height in the C-1 District and 2.5 stories and 35' in the MFR District. At least five originally proposed buildings would have exceeded this requirement.
- Building 5 had a total of 38 dwelling units as planned. The MFR Regulations at the time limited the maximum number of dwelling units in a building to 24, and then only with ZBA approval.
- The 2004 PUD had a total of 687 parking spaces for the site, including the former Jacobson's parking deck. This is still less than what would have normally been required at the time; the Findings of Fact from 2004 suggest that between 750-812 parking spaces would normally have been required for the proposed uses in total.

In all these cases, the City Commission determined that allowing these and any other deviations were acceptable based on the benefits provided by the plan as a whole, including increased open/green space and the provision of a wider variety of housing options for the City. Thus, the City Commission determined that none of these items were a detriment in this location or with the approved plan. The same must be considered in this amended concept plan review: while these comparisons to the zoning ordinance have been provided as a reference, the concept plan does not need to fully comply with the zoning ordinance requirements. Instead, the concept plan must be judged as a whole as to whether the plan's benefits outweigh what would normally be permissible.

With regards to residential density, the City also compared the proposed density to other larger multi-family developments in the City³. These results are shown in Table 4, generally ordered from lowest to highest density. In summary:

² Shared parking presumes that different uses have different parking demands during the day (for example, parking for residential uses may not be needed during daytime hours, and parking needs for commercial/office uses may be lessened in evening hours) and thus the provided parking spaces can be used to help satisfy parking requirements for multiple uses.

³ Other single lots with 2-5 dwelling units have even higher densities, but are excluded from this table as they are not wholly representative comparisons.

- All of these developments, regardless of their zoning, would be compliant with the City's current maximum residential density requirements for multi-family developments.
- The proposed Gaslight Investors concept plan would not be the densest residential development in the City. That would be Croswell Mews, which is developed at 19.8 du/acre.
- The current density of Lakewood Hills Apartments is 14 du/acre. This is higher than the proposed 13.1 du/acre density of the 515 Lakeside parcel. If/when their 65-unit plan per their consent agreement is constructed, that would jump to 17.9 du/acre, higher than the residential density of the entire proposed Gaslight Investors concept plan.
- Even if the proposed density exceeded what the zoning ordinance would normally allow, the general PUD requirements specifically allow "modifications from the density, area, height and placement requirements for the stated district(s)."⁴

Table 4 – Comparison of Multi-Family Residential Densities in EGR

Multi-Family Development	Residential Density (d.u./acre)
Greenwood Park Townhomes	6.8
Lake Shore Club	12.8
Schoolhouse Condos	13.0
Lakewood Hills Apartments (as developed)	14.0
Gaslight Investors PUD (515 Lakeside parcel only)	13.1
Gaslight Investors PUD (full site)	17.5
Bagley Townhomes (original development)	17.5
Lakewood Hills Apartments (per consent agreement)	17.9
Croswell Mews	19.8
Maximum allowed by zoning ordinance in MFR District	20.7

There have been multiple questions about how the residential density calculation was made. To this point, the residential density has been expressed as the number of dwelling units per acre of land, or "gross density." The 20.7 du/acre maximum residential density is derived from the MFR district standards: every new MFR dwelling unit requires 2,100 s.f. of lot area. ($43,560 \div 2,100 = 20.7$) The standard clearly states that the *entire lot area* needs to be measured to make that calculation⁵. There have been some suggestions that the areas of existing buildings, as well as areas without buildings, should be excluded in determining gross density. This assertion is not supported by the zoning ordinance. Gross density is clearly defined as the number of dwelling units per acre *of land*, not each individual building or area of buildings⁶. Excluding the existing buildings on the site is not appropriate in considering density as all of the buildings represent a single, integrated development regardless of the specific building usage. With all of this being said, it should be noted that these standards only apply to the MFR District. Previous materials have shown residential density for the entire site as a reference point, but technically, there is no residential density limit in the C-1 District. To be sure, any housing component in the C-1 District would still need to meet all of the site plan review criteria including traffic, stormwater, utilities, emergency access, etc., but presuming all of those standards were met, there would be no specific limit on the number of residential units that could be developed.

Though not required at this stage, more details on the mix of uses in the development and how they complement each other would be helpful at the final plan stage. This could be included as part of the requested fiscal analysis, noting aspects like the relationship of anchor tenants and associated buildings, how the different uses (small retail, larger retail, mixed-uses, and residential) work hand in hand, and why and how the development works together and benefits Gaslight Village as a whole, and more broadly other nearby commercial areas such as Breton Village.

- C. *The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development.*

⁴ See [Section 5.44C](#) of the zoning ordinance.

⁵ See [Section 5.30A2](#) of the zoning ordinance.

⁶ See [Section 5.8](#) of the zoning ordinance.

Staff comments: City staff and consultants believe that this standard is met. As noted above, height, density, and layout shown are all consistent with the Master Plan and surrounding area development. The concept plan shows the basic building forms and layout that are being proposed. This level of detail is sufficient to meet this standard at the concept plan stage as discussed above. More detailed building and amenity designs will be required with the final plan. Review of capacity for public services (sanitary sewer, storm water, potable water, etc.), public safety, environmental, facilities, etc. will also be performed with the final plan and reviewed by the City. As discussed further below, the studies and reports that have been provided to date have not identified any impediment to the approval of this concept plan.

D. The PUD shall not change the essential character of the surrounding area.

Staff comments: City staff and consultants believe that this standard is met. This land was originally part of the historic Ramona Park, a popular amusement park. Upon closing, Jacobson's Department Store and Ramona Medical Center were developed on this land. Historical materials related to these uses are provided for reference. Surrounding areas are generally zoned either C-1 Commercial or MFR Multi-Family Residential. Thus, this part of the City has always been home to higher-density uses. A basic timeline showing different activities on the former Ramona Park land is attached as Exhibit 4.

At the various public hearings and comment periods, several topics of concern were brought forth by residents and Commissioners. Some of these topics are discussed in more detail below.

Building Height The tallest building in this revised plan is proposed to be five stories. The number of stories is fewer than what was approved in 2004. While overall building heights are not provided with this concept, it is noted that the tallest building in the previous concept reached seven stories and 94' height. Also, the height of the proposed five-story buildings was listed as being 70' height. This is generally aligned with the original PUD approval that called for a maximum building height of 79' at the roof midpoint. For comparison purposes, estimated building heights for other buildings in the City/general Gaslight Village area are provided in Table 5.

Table 5 – Height comparison of prominent buildings in EGR

Building	Appx. Height
Blodgett Hospital (2008 addition)	72'
Blodgett Hospital (other wings)	42'-90'
EGR High School (Fine Arts wing)	88'
EGR Middle School (adjacent to Reeds Lake)	47'
Gaslight Investors PUD (estimate based on previous submissions)	70'
Lakewood Hills Apartments (per consent agreement)	48'
Wealthy Elementary School	53'

Site Density Overall, the proposed residential density would be 17.5 units per acre, which is less than the maximum allowed density in the MFR District for new construction (20.7 units per acre).⁷ If considering the 515 Lakeside parcel on its own, the proposed residential density of that parcel would only be 13.1 units per acre. Additionally, only 41 of the proposed 149 residential units (27.5%) would be on the 515 Lakeside parcel closest to existing residential neighborhoods. By contrast, the previous concepts from 2004, 2008, and 2020 had most of the proposed residential units concentrated on the 515 Lakeside parcel.

Connections to Existing Apartments/Condos There were multiple comments regarding connections to other surrounding uses such as the apartments and condominiums to the east. While such opportunities may exist, they would likely require cooperation from adjacent property owners to be established. Thus, no such outside connections are part of this concept plan.

Open Space/Public Space In previous meetings, there was strong interest in having a portion of the site devoted to green space and public space. The most recent iteration of the concept plan has increased the amount of green space in the development, including a larger area for an "outdoor resident amenity area" to the north of Building E. However, placing this open space behind the building may not satisfy the interest in having a larger public gathering space. Swapping the locations

⁷ Putting it another way, if the entire PUD site were to be zoned MFR, the maximum number of dwelling units that could be developed is approximately 178.

of Building E and the open space could create a space more conducive for public events and usage while still allowing space for a residential amenity area.

Transition The revised plan creates a more desirable transition of uses consistent with the established character of the surrounding area. Commercial uses and taller buildings are clustered at the south end of the site, creating a smooth integration with the Gaslight Village businesses, while development at the north end is limited to residential in scale with the established uses to the east, west, and north.

Regardless of any issues that may have been identified above, the City believes that enough detail and information has been presented to date to allow for concept plan approval. Any issues requiring resolution would need to be addressed and resolved at the Final Plan phase.

- E. *The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare.*

Staff comments: City staff and consultants believe that this standard is met. To date, the developers have submitted a preliminary traffic study performed by Fleis & Vandenbrink and a Trip Generation Analysis (prepared in mid-April) ahead of the planned formal traffic study. These are attached to these materials, along with a companion analysis from the City's traffic consultant. These studies concluded the following:

- The projected trip generation for the current concept plan is less than what was recorded while Jacobson's and Ramona Medical Center were in operation. The trip generation is also projected to be similar or slightly higher than the PUD concept that was originally approved in 2004.
- The north site entry is anticipated to be the most heavily used, wherever it is located. The study concluded that the existing intersection at Lakeside/Shopping Center Road provided the best northern access point to the site. As noted at the July public hearing and in Subsection B above, even though the City's master plan does not specifically reference this regarding a north/south connection through the site, a connection at the Lakeside/Shopping Center intersection would still meet the overall intent of this recommendation.
- Alternatives for additional or alternative northern access points involving the existing driveway and the existing Reeds Lake Blvd. intersection were studied, but both found significant conflicts with other access points and would increase the potential for vehicle and pedestrian conflicts.
- Some minor modifications to the Lakeside/Shopping Center intersection and the Wealthy/Lovett intersection may be necessary to mitigate traffic from the project. Signal modifications at Wealthy/Lakeside are also recommended to accommodate additional traffic volumes.
- The parking analysis concluded that, when accounting for shared parking, the project had sufficient parking capacity for the entire site. It should be noted this is a preliminary conclusion based on a general large-scale view of the proposed uses. More detailed parking analysis may not be possible until the final plan stage.
- The study does not appear to address traffic impacts by delivery/freight vehicles. Nor does it appear to discuss pedestrian traffic in much detail, only to note that most of the trips generated would be vehicular. As this is still only a concept plan, it might not be possible to fully study these topics at this time.
- The Planning Commission and consultants also requested information such as updated traffic counts, crash history, pedestrian/bike interaction analysis, intersection level of service analysis, and parking evaluation. Parking is discussed in more detail below. The City has provided the applicants with their own historical data on the other topics. This data is used as baseline data in the submitted preliminary traffic study, which is what will be utilized in relationship to actual traffic counts that will be performed in the Spring along with comparisons to projections taken from the ITE manual.
- The "Anticipated Project Schedule" references a safety study as part of their multimodal impact analysis. While the introductory letter references modifications related to reducing vehicle and pedestrian conflicts in the site, it is not entirely clear what the full scope of the safety study is.

The applicants have also provided basic renderings and diagrams showing the general circulation routes for different users. Of note, the proposed bicycle circulation drawing shows a main north-south bike route connecting Lakeside and Wealthy without intermingling with the internal road network. Access points to bike rack stations are noted and would utilize other planned pedestrian infrastructure. Otherwise, these

drawings do not provide much detail on what specific types of amenities will be incorporated. The City has recommended adopting various recommendations from the National Association of City Transportation Officials (NACTO) and other professional engineering design manuals in other areas such as pedestrian pathways and integrated public amenities.

At this time, the City and its consultants have noted the following items regarding general circulation and parking in this concept plan.

- Truck/service traffic would be directed away from the main interior road into a one-way service road accessed at the SE corner of the property (next to Chase Bank) and travelling northward. While this arrangement would help separate truck traffic from visitor traffic, it does have the potential to increase truck traffic on Lakeside Drive and Wealthy Street. This was not addressed by the preliminary traffic study, though it may not be possible to accurately model these impacts at the concept plan stage.
- The currently proposed plan would feature 523 parking spaces, which is a reduction from the 687 originally approved in 2004. However, the following should be noted.
 - Only 414 of the 687 parking spaces approved in 2004 were reportedly present. The remaining parking spaces were in building phases that were never constructed. Thus, if fully built as proposed, there would still be a net increase of 109 parking spaces over what is currently existing.⁸
 - The City's parking regulations have changed significantly since the original PUD was approved. In most cases, fewer parking spaces are now required compared to 2004 and plans with fewer than the required number of parking spaces can still be approved at the City's discretion.
 - Parking studies done in conjunction with the 2018 Master Plan showed that only 59% of all parking spaces in Gaslight Village were utilized on a typical weekday.
 - It should be noted that the applicants are using a different parking standard compared to the City's, which may result in fewer parking spaces than the zoning ordinance would normally require. However, taking shared parking and the other factors noted above into consideration, having fewer total parking spaces on site compared to the original plan may not be a significant concern, even with the increased amount of commercial and residential space. More detailed analysis may be useful at the final plan stage when the proposed uses are more clearly defined.
- Related to the above, it is anticipated that the 515 Lakeside parcel may be used for temporary surface parking while the new buildings and parking garage are under construction. If so, the final PUD agreement should include specific language stating when the temporary lot is to be removed, that the City has the right to remove the lot if the development does not move forward, and that the lot be built to City standards when in use.
- The location and orientation of parking lots and residential ingress/egress should be carefully considered to prevent conflicts with through traffic. Examples include:
 - Much of the surface parking in the north half of the site is perpendicular to the throughway. Angled parking could provide better visibility and safety for parking in these areas, though this may reduce the number of parking spaces.
 - Vehicular access to the residential parking for Buildings F-H should be studied to determine if it is located an appropriate distance from the Lakeside/Greenwood/Shopping Center intersection to prevent traffic conflicts.
 - The network of parking lots around Building E could be confusing in terms of overall circulation through the site as a whole. Alternatives to reduce surface parking in this area and provide a more direct throughway should be considered. This could include swapping the locations of Building E and the proposed open space.

⁸ On October 21, the City Commission approved a temporary agreement with Gaslight Investors to allow for the demolition of the existing parking deck for safety concerns, based on the fact that the upper level has been closed for a substantial amount of time without impacting parking availability for the constructed portion of the development. This would technically remove approximately 198 parking spaces from the current PUD. Surface parking on the ground level will remain. The temporary agreement still requires Gaslight Investors to provide an appropriate amount of parking whenever any new development occurs and allows the City to require additional parking for existing facilities if the demand dictates it.

It is noted that the level of detail required at this concept plan stage may not allow for a complete modeling or analysis of these items and may be significantly altered when presented with more detailed data at the final plan review stage. The applicant has committed to performing a complete traffic study while schools are in session to better gauge impacts when traffic is at its highest. The City also recommends that a traffic impact/pedestrian study be submitted with the final plan review. Nonetheless, the City believes that there is sufficient detail provided at this time to find that this standard is met.

Consultants from Progressive Companies have provided companion analysis of the traffic and parking data provided by the applicants. These memos are attached to these materials. Jeremy Chapman provided a memo regarding a parking and traffic historical comparison for the site. Exhibit 3, copied from his memo, summarized his findings. In short, Mr. Chapman concluded that the anticipated vehicular traffic for the proposed concept plan would generally be similar or less than for the concept plan that was approved in 2004. The one data point that was higher – Saturday peak traffic – was comparable to traffic for the former Jacobson's/Ramona Medical Center development. As a follow-up to this study, Progressive Companies performed an additional analysis to estimate how many new trips the proposed development would generate. This is summarized in Exhibit 4. In short, of the 7,451 total trips the entire proposed development was estimated to generate, 70% of those trips were already projected to be occurring with the current 77,500 s.f. of commercial development. Taken together, the proposed concept plan is not expected to generate more traffic compared to previous plans and development for the PUD site.

Time Period	Jacobsen's + Ramona Medical Center	2004 PUD	2025 Concept
A.M. Peak	90 Trips	245 Trips	244 Trips
Noon Peak	585 Trips	560 Trips	551 Trips
P.M. Peak	620 Trips	539 Trips	514 Trips
School P.M. Peak	550 Trips	587 Trips	560 Trips
Saturday Peak	665 Trips	384 Trips	672 Trips

Exhibit 3 – Traffic/trip generation historical comparison between currently proposed concept plan and historical uses/plans. Please see section F in the supporting materials for further analysis and discussion.

	Average Daily Trips	A.M. Peak			M.D. Peak			P.M. Peak			Saturday Peak		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Total Development Trips	7451	154	112	266	282	304	586	288	316	604	378	345	723
Existing Buildings A+B	5233	83	51	134	15	10	25	197	205	402	261	241	502
A+B % of Total Trips	70%	54%	46%	50%	5%	3%	4%	68%	65%	67%	69%	70%	69%
Total NEW Trips	2218	71	61	132	267	294	561	91	111	202	117	104	221

Exhibit 4 – Estimate of projected new trips the entire proposed PUD would generate. Bottom row indicates projects new generated trips when accounting for existing development.

Christopher Zull has also provided a memo reviewing the preliminary traffic study in more detail. This memo highlights some items that either require more explanation or further investigation, as well as noting that some of the materials provided to the development team may not have been fully utilized. Mr. Zull has noted that some errors and inconsistencies in data have appeared to be corrected in the most recent data submitted by the applicant. At the same time, however, Mr. Zull has noted some concerns with the revised parking and building configuration that area shared by City staff and consultants. (These are listed in the above paragraph.) Despite these concerns, Mr. Zull also agrees with the City that there is still enough data present now to approve the concept plan provided the issues noted are fully addressed in the Spring 2025 traffic study and with the Final plan submission. If any concerns on these or other matters are identified in future studies, they can still be addressed and require correction by the City and Commissions during the Final Plan stage.

One other item of note on this topic relates to a pedestrian mall or permanent pedestrian plaza in the area of the southern private road as suggested by some City Commissioners. Pedestrian malls are not a new

idea; in particular, the 1960-1970s saw a significant development of pedestrian malls in many urban areas. Multiple studies have since been done to analyze their successes and failures. These studies found the vast majority (almost 90%) of these pedestrian malls were not successful and were returned to vehicular or mixed vehicular/pedestrian use. Of the ones that still remain, they generally had several features in common. Table 6 lists these factors with additional City comments. Considering this research, the City has concerns that this PUD location may not be appropriate for a permanent pedestrian mall or plaza. Instead, the following alternatives could be considered:

- Having a streetscape design that allows for temporary street closures for special events.
- Incorporating “Complete Street” or multi-modal elements to allow vehicles, pedestrians, and non-motorized transportation modes to safely and efficiently move through the development.

With regards to noise, smoke, fumes or glare, the City has not identified anything in the concept plan that would cause excessive impacts above and beyond what would be considered normal for a mixed-use development. As noted above, the revised plan creates an appropriate transition pattern of uses which puts like uses near like uses.

Table 6 – Analysis of Positive Pedestrian Mall Factors in Relation to PUD Site

F. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.

Staff comments: Detailed analysis is not required at the concept plan stage but will be required with the final plan submission. Similar to traffic/pedestrian analysis, if the building heights/layouts are known from the concept review, detailed utility analysis including sanitary sewer, storm sewer, water, etc. can be completed on a more detailed basis. It should be noted for now that previous studies on this topic

Positive Pedestrian Mall Factor	City Comments
Close Proximity to a Major Regional Attraction, College/University, or Generally High Tourism Activity	The PUD is located in close proximity to Reeds Lake and John Collins Park. However, these may generally be considered seasonal attractions and may not be sufficient to drive year-round demand and support.
Sufficient Density and Commercial Options to Attract Regional Visitors	One consulted study suggested that the proposed residential density could be sufficient to support a pedestrian mall. Others, however, suggest that the development immediately around a pedestrian mall is usually not enough to sustain it. Additionally, the retail mix around a pedestrian mall must be able to attract larger regional populations, such as with larger anchor businesses and uses with staggered operating hours throughout the day. It is not clear how or if the proposed retail space would be able to accommodate this.
Strong Public Transit	The Rapid operates a bus line along Wealthy Street with stops at Regatta Plaza and just east of the existing Chase Bank. More studies would need to be done to determine the impact of existing ridership on the PUD.
Limited Length of Mall (1-4 blocks)	The proposed mixed use corridor in the presented concept appears to fall within this length.
No or Limited Impact To Vehicular Traffic and Parking	Despite the size of the PUD site, there appears to be limited connectivity options with the City's street grid. Creating a permanent pedestrian mall at the south end of the site would likely force most vehicular traffic to access the site to the north via Lakeside Dr., particularly since that is where the bulk of the vehicular parking would be located. This traffic pattern may also be more confusing to navigate and create more congestion than having a continuous north-south vehicular passageway. The condos/apartments to the east would prevent any new vehicular connections in that direction. While there may be potential for a western connection via the D&W Shopping Plaza, this would require a shared access agreement with the property owner and is not guaranteed.

concluded that the current construction would be able to accommodate denser development than what is currently proposed. Studies that are available demonstrate that the currently proposed concept plan aligns with existing infrastructure capacities. At the Final Plan phase, any variations can be accommodated with additional requirements on the developers if needed.

Review and Requested Action:

Tonight, the City Commission is requested to provide feedback on the draft amendment text presented here. All feedback received tonight will be used to revise and refine the amendment text. If the overall feedback is favorable, the following steps would occur. The timing and order of these steps may vary based on meeting dates and public notification requirements.

- City Commission Meeting – Formal Introduction/First Reading of PUD Ordinance Amendment and Findings of Fact.
- Planning Commission Meeting – Public Hearing for PUD Ordinance Amendment Language only (site plan would be inserted to reflect whatever the outcome is through the Final Review Process); Planning Commission to give recommendation on whether amendment should be approved or not.
- City Commission Meeting – Final Reading of PUD Ordinance Amendment and Findings of Fact; vote on whether to approve the amendment or not.

A PUD Evaluation worksheet with the standards of review is provided for all City Commissioners to complete and submit to the City after tonight's meeting. This is being requested to formulate a findings of fact for the concept plan. Supporting materials from previous meetings and hearings are also attached for reference.

For additional context, agendas, and minutes of previous meetings related to this project can be viewed below.

- [Planning Commission Agendas](#)
- [City Commission Agendas](#)
- [EGR YouTube page – Live Streams of City & Planning Commission Meetings](#)

Potential Future Steps:

If a concept plan and PUD Amendment is approved, the project would then enter the Final Plan Phase. The applicant would need to submit a request for Final Plan approval, with more detailed drawings and plans, within two years of the concept plan approval before any new construction can begin. Otherwise, the concept plan approval would automatically be nullified.⁹ All conditions made by the City and Planning Commission would need to be satisfied for the Final Plan to be approved.

REVIEWED & APPROVED FOR SUBMISSION:



Shea Charles, City Manager

⁹ See [Section 5.47E](#) of the zoning ordinance. The City Commission may also approve a deadline extension of up to one year for good cause if requested by the applicant.

Planned Unit Development Review Worksheet

For each standard, please note whether you believe the standard has been met by checking “yes” or “no” and provide your reasoning why, including but not limited to staff and consultant reports as well as any other provided information. All standards must be sufficiently met with a “yes” determination for an overall affirmative vote. If a standard of review is not applicable to this plan, please mark that.

Name: _____ Meeting Date: _____

Address of Request: _____

A. The proposed Planned Unit Development (PUD) complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively.

Reference: page 4 of Staff Memo and Section H of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

B. The uses conducted within the proposed PUD, the PUD’s impact on the community and other aspects of the PUD are consistent with the city’s master plan.

Reference: pages 4 -6 of Staff Memo and Section I of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

C. The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development.

Reference: page 7 of Staff Memo and Sections B & G of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

D. The PUD shall not change the essential character of the surrounding area.
Reference: pages 7-8 of Staff Memo and Sections A, B, E, & H of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

E. The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare.
Reference: pages 8 - 11 of Staff Memo and Section F of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

F. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.
Reference: page 11 of Staff Memo and Section H of supporting materials

- ☐ Yes, this standard is met as described in the Staff Memo referenced above.
- ☐ This standard is not applicable.
- ☐ No, this standard is not met for the following reasons (list below).

5. The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare. No hazardous uses or activities are proposed and the site is designed to mitigate traffic impacts and separate vehicular traffic from pedestrians and bicycles; and

6. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity. All public services are available and capable of fully serving the proposed development.

(e) The commission determined that the height of the buildings for the PUD may exceed the normally prescribed height limitations because such increased height allows for desirable public spaces and plazas, more vibrant streetscaping and activity, extensive provisions for pedestrians and non-motorized traffic, high quality architectural design, and innovative mixed-use development to complement the current gaslight village district and support the goals of the City Master Plan. Such usage and design amenities would not be achievable under a more conventional development or under the current Zoning Ordinance requirements.

On November 12, 2024 the East Grand Rapid planning commission recommended approval of the concept plan with the following conditions:

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City's satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.
5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A "shade study" to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).
8. An environmental assessment satisfactory to the city for proposed and historical uses.

9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

Because of the nature of most of these studies, they need to be completed and reviewed based on the parameters imposed by an approved concept plan. Upon approval of the concept plan, the applicant can confidently proceed with the studies using actual specifications rather than numbers subject to change before a concept plan is actually approved (e.g., residential units, density, height, square footage). Language will need to be included in the final site plan documents and/or the PUD agreement to confirm that each of these conditions were met to the City's satisfaction, including the contents of all studies, and modifications were made to the final plan, if needed, based on the applicable study results.

The East Grand Rapids City Commission hereby makes the following modifications to some of the conditions submitted by the planning commission as well as adding some additional conditions.

Condition number one suggested by the planning commission shall be restated to read as follows: A comprehensive traffic, pedestrian, bicycle, and mobility study to evaluate the extent of and potential conflicts between vehicle, bicycle, and foot traffic for the site during the high traffic season and to suggest solutions to the city. Such solutions shall take into consideration traffic issues and determine the division of cost-sharing for all required infrastructure updates. This study shall include intersections outside the immediate PUD area including Lakeside and Robinson, Lake Drive and Breton, Lake Drive and Bagley/San Lu Rae, Wealthy and Lakeside, and Wealthy and Lovett.

Condition number three suggested by the planning commission shall be restated to read as follows: A review of the traffic study by city staff or a third-party consultant to verify its accuracy.

Condition number six suggested by the planning commission shall be restated to read as follows: An impact assessment for sanitary sewer, storm water, and water system utilities, including the impact of runoff from surface parking lots. Any necessary mitigation shown by such studies shall be taken into consideration.

In light of the reduced height of the tallest building contained in the concept plan by over twenty feet, planning commission condition number seven regarding a shade study is unnecessary.

Condition number eight suggested by the planning commission shall be restated to read as follows: An environmental assessment satisfactory to the city for proposed uses. Any necessary mitigation shall be taken into consideration.

Condition number ten suggested by the planning commission shall be restated to read as follows: A parking analysis with possible solutions, with a preference for parking solutions peripheral to the development with pervious surfaces. These parking solutions shall be subject to the provisions of section 3(o).

In addition to these modifications of the planning commission conditions, the city commission adds the following additional conditions:

1. Any private streets and sidewalks constructed by the developer shall meet the City's current street and sidewalk requirements for both the materials used to construct the streets and sidewalks, the widths of such streets and sidewalks (except where differing widths are acceptable to the City), and the obstructions that may be allowed on any sidewalks. The private streets shall be maintained to City standards, including snow removal on streets/sidewalks.
2. The upper floors of buildings in excess of three stories shall be stepped back from the lower floors.
3. Limits on the closure of private streets shall be included so as to limit the impact upon vehicular traffic.

The Planning Commission may recommend and the City Commission may require that the final PUD plan and/or the PUD agreement shall include such modifications or improvements recommended by the relevant studies and such other requirements related to the standards of approval.

27310417.1

**AN ORDINANCE TO AMEND THE ZONING
ORDINANCE AND ZONING MAP OF THE CITY OF
EAST GRAND RAPIDS TO ESTABLISH THE JADE PIG
VENTURES PLANNED UNIT DEVELOPMENT**

THE CITY OF EAST GRAND RAPIDS ORDAINS:

Section 1. Planned Unit Development. The Zoning Ordinance of the City of East Grand Rapids is hereby amended by the amendment of Section 5.190 thereof (the zoning map) so as to rezone the lands described on Exhibit A (the “Property”) from C1 Commercial and B1 Apartment to the Planned Unit Development (PUD) district in accordance with the preliminary 8-page site plan of September 7, 2009, submitted by Jade Pig Ventures – EGR, L.L.C. and Jade Pig Ventures – Ramona, L.L.C. (jointly, the “Developer”) (Exhibit B) subject to all of the terms and conditions of this Ordinance.

- The reference to Section 5.190 of the City Code in Section 1 now refers to Section 5.20. The date of the eight-page site plan is corrected to be September 7, 2004. All references to Jade Pig Ventures should now refer to Gaslight Investors, L.L.C. All other provisions of Section 1 are accurate and are not modified.

Section 2. Purpose. The proposed development includes a combination of commercial and retail uses, offices, residential condominiums with associated parking, and open space. The planned unit development zoning has been chosen to provide for more control over mixed uses, aesthetics, maintenance, and appearance. The regulations contained herein are established to define the procedures necessary to ensure high quality development, maintenance, and usage within the Property. Additionally, they are designed to achieve integration of this development with adjacent land uses.

Section 3. Conditions on the Planned Unit Development. The rezoning of the Property to the PUD district is expressly subject to all of the following terms and conditions (the project as approved herein shall hereafter be the “Development”):

(a) The Development is approved in accordance with the preliminary PUD site plan. The preliminary PUD site plan approved by the City Commission is dated September 7, 2004. In accordance with the City Code, approval of a final PUD site plan will be necessary prior to commencement of any construction on the Property. The final site plan needs to be generally consistent with the concepts illustrated in the approved preliminary site plan, including building design. Complete compliance with the approved final site plan shall be a prerequisite to final approval of construction under the building permit to be issued by the City for the Development and to the occupancy of the units.

- Subsection 3(a) is updated to indicate that the preliminary site plan approved by the city commission, dated September 7, 2004, is now referred to as the concept plan. The concept plan is being updated by this document.

Part of the area has already been constructed pursuant to the original plan. The final site plan for the remainder of the project will be consistent with the concepts illustrated in the approved concept plan. Compliance with the approved final site plan standards shall be a prerequisite to final approval of construction under the building permit to be issued by the City for the development and occupancy of new construction on the site.

(b) The Developer shall submit to the City for review and approval all plans required by the City's Building Code or other ordinances, including, but not limited to, drainage, sanitary sewer, water service, foundation and other subsurface structure plans, prior to the commencement of any construction. The Developer shall, if requested by the City Commission, supply a cash deposit, certified check, irrevocable bank letter of credit, or surety bond acceptable to the City pursuant to MCLA 125.584(e) covering the estimated costs of implementing the approved landscaping plan, to ensure completion of the roadways, lighting, utilities, sidewalks, screening, and drainage, and to finish all excavation work. The City Commission shall determine the amount of security required. In making this determination, the City Commission shall recognize that this project may be developed in stages pursuant to Section 3(d).

- Subsection 3(b) of the Original Ordinance remains substantially the same and is retained; provided however, the developer anticipates that the proposed project will be completed in phases. The boundaries of the phases and the phasing plan will be identified and considered for approval in final site plan review and the PUD agreement.

(c) In order to facilitate traffic flow in and out of the Development and to minimize the impact of traffic from the Development on surrounding city streets, certain road and intersection improvements will likely be installed by the City. The Developer will contribute \$100,000.00 toward these various road and intersection improvements. These improvements will occur on streets that surround the Property or that are impacted by the development of the Property. The Developer acknowledges that these planned improvements, including the improvement of the intersection of Lakeside Drive and Greenwood, will benefit the Property by improving the flow of traffic on and about the Property.

- Subsection 3(c) of the Original Ordinance refers to items that were agreed upon in 2004. Any requirements of the nature of those previously contained in Section 3(c) that are relevant to the amended concept plan will be addressed in a PUD agreement that is part of final site plan approval.

(d) The Commission recognizes the Developer may want to construct the PUD in phases. The commercial/retail buildings adjacent to Wealthy Street shall be completed first. The Developer may construct the remaining residential buildings in whatever order it desires. A final site plan shall be approved for each phase. Each site plan shall be complete for that phase including off-site items such as access and utilities.

- Subsection 3(d) is changed to acknowledge that the commercial/retail buildings adjacent to Wealthy Street have been constructed and that the remainder of the proposed project is anticipated to be constructed in several phases. The boundaries of the phases and the phasing plan will be identified and considered in connection with final site plan review and the PUD agreement.

(e) All utilities shall be located underground and shall be installed and maintained according to the approved utilities plan.

- No changes.

(f) The Developer will implement the portion of the City's "streetscape" plan immediately adjacent to the Property from the front of the buildings to the curb line on Wealthy Street (including City-owned property located there), in accordance with the overall streetscape plan being implemented by the City. Improvements will include sidewalks, curbs, lighting, benches, planters, receptacles, and landscaping called for in the Wealthy Streetscape Plan. The streetscape design shall be consistent with the City's design plan that will be available prior to the commencement of construction. The Developer will contribute \$175,000 toward those improvements immediately adjacent to the Property. The Developer acknowledges that these streetscape improvements immediately adjacent to the Property will enhance its use and attractiveness.

- Subsection 3(f) is changed to acknowledge that the requirements of Section 3(f) were satisfied with respect to the portion of the PUD constructed in the initial phase of the project. The requirements of Section 3(f) are not relevant with respect to the future phases of the project; provided however, new specifications for streets, streetscape, lighting, and other details will be established in the final site plan and in the PUD agreement.

(g) Any rooftop heating, ventilation, air conditioning or other mechanical structures shall be completely screened from view from the street and neighboring properties outside the PUD through placement and building design.

(h) Subsection (h) is reserved. Contents deleted.

(i) The drive-through shown on the preliminary site plan is to be for bank use only, not restaurant, pharmacy, or other use. The drive through, including any canopy and accessory structures, shall be integrated with the building design.

- Subsection 3(i) applies to a drive-thru window which has already been constructed in the initial phase.

(j) Any limitations or restrictions on parking spaces, other than barrier free spaces and reasonable controls to assure parking only by Property users, including reserved spaces, must be identified on the final site plan and approved by the City. The parking

structure must be retained and maintained in order to meet parking requirements. The Developer will make the parking structure available for events such as high school sporting events or concerts, consistent with Property owners and tenants needs for parking.

- Subsection 3(j) is changed as the previously existing parking structure has been removed. A new parking structure is included in the approved concept plan and any conditions or restrictions on that structure will be addressed in final site plan approval and the PUD agreement.

(k) The final site plan shall be materially consistent in character with the concept plan, and shall provide detail to demonstrate how views from adjacent uses will be improved through landscaping and architectural details.

- Refers to concept plan.

(l) The Developer shall provide pedestrian access for the public through the Property and attempt to obtain a pedestrian easement along the west side of the parking structure to facilitate this access. If this easement is not obtained, the Developer shall include in the PUD site plan an alternate method of providing pedestrian access for the public through the residential portion of the PUD to the parking deck (as shown on Exhibit C). The Developer shall construct such access when the appropriate phase of the Development is implemented and after such access is constructed the public shall be allowed to walk from such access through the parking deck to reach the commercial, retail, and office elements of the PUD. The Developer may terminate this public access to the parking deck should the Developer later obtain the pedestrian easement along the west side of the parking structure or otherwise provide public access approved by the City. The Developer shall also provide a pedestrian entrance for the public on the west side of the PUD from the Property to the current D&W site.

- Subsection 3(l) is changed to provide that the developer is to provide pedestrian access through the property in general locations identified for pedestrian access in the approved concept plan.

(m) An access easement (as illustrated on Exhibit D) shall be reserved in front of the parking structure to the Property to the west that would allow a vehicular connection in the future, if the adjacent Property is redeveloped and if, as part of the redevelopment, a public street is extended through the adjacent property between Wealthy Street and Lakeside Drive and the adjacent property owner provides an easement across its property from the Property to the public street. Development of the access easement for vehicular traffic need only be implemented if such connection is determined by the City to be beneficial for traffic circulation.

- Subsection 3(m) is no longer relevant.

(n) The following facilities located on the Property shall be maintained to their as-built standards, reasonable wear and tear excepted: on-site landscaping, lighting, signs, pavement markings, paving, stormwater facilities, and other on-site structures.

- The Buildings located on the subject property shall be maintained to their as-built standards, reasonable wear and tear excepted. The Buildings are identified in subsection (p) below and shall be addressed in the PUD agreement and illustrated in the final site plan.

(o) In consideration for the parking requirement of 687 spaces, the size of each of the respective uses shall not exceed the Square Foot Limitation shown on Exhibit E without approval by the City Commission based upon a finding that on-site parking for all uses is adequate and that on-site parking for the increase in size of any of the uses will also be adequate. Such approval shall follow a review and recommendation by the Planning Commission.

- The parking requirements and the number of spaces shall be mutually agreed upon by Gaslight Investors, L.L.C. and the City Commission as part of the final site plan and PUD agreement. The agreement of the parties shall take into consideration any parking studies performed in conjunction with the final site plan.

(p) The Developer may construct up to 9 "Buildings" as shown on the concept plan. These buildings will contain a mix of residential uses, retail uses, and commercial uses, though some buildings may contain just one use. The maximum height of each building shall be as shown on the approved concept plan.

- Number of buildings increased. Other provisions moved to the PUD agreement.

(q) Within the commercial area of the PUD, all first floor space in Building 1 and Building 2A shall be used for permitted C-1 uses other than business or professional offices and ancillary group uses. Business and professional offices shall be located on the second floor of Buildings 1 and 2A. All other C-1 uses are also permitted on second floor of Building 1 and Building 2A other than ancillary group uses. While Building 2B uses are contemplated to be primarily medical offices or retail space related to medical offices and Building 2C is contemplated to be occupied by a bank or other financial organization, any use permitted in the C-1 zone is approved for those buildings other than ancillary group uses. In addition, business or professional offices are not permitted in the first floor of Building 2C. Developer will use its best efforts to utilize the bank façade it has acquired on the front of Building 2C if such use is commercially reasonable. Nonresidential portions of the first floor of Building 3 shall be used for permitted C-1 uses other than ancillary group uses, including a fitness center. While this paragraph specifies allowed uses in specific buildings, this paragraph is subject to the conditions of Section 3(o) (and Exhibit E) that only

specified uses are allowed without additional review and approval for parking space compliance.

- The Buildings identified as A and B in the approved concept plan have been established and are in the commercial area of the PUD along Wealthy Street. As such, they may contain offices, but no such offices shall be located on any ground floor space except as provided in the Zoning Ordinance. In the event that Buildings C, D and/or E are constructed, they may be used for any use that is allowed in the C-1 zoning district as set forth in Table 5.36 of the Zoning Ordinance. In the event that the Buildings identified as F, G and/or H are constructed, they shall be used for the uses identified in the approved concept plan.

Section 4. Enforcement.

(a) The City may enforce the provisions of this Resolution, the continuing provisions of the Original Ordinance and applicable provisions of the Zoning Ordinance, Building Code, and other ordinances, laws and regulations to the extent and in any manner provided by law.

(b) All conditions contained in this Resolution shall be binding upon the Developer as well as its successors, tenants, and assigns.

- Subsection (c) deleted with provisions being moved to the PUD agreement and/or final site plan documents.

Section 5. Findings. In 2004, the Planning Commission determined that the proposed project met the required standards contained in the City Code for site plan review and for planned unit development approval. While some details of the approved concept plan vary from the 2004 plan, the overall uses, scale, and relationships are in keeping with the previously approved concept. Therefore, the current Planning Commission and City Commission have determined that the revisions proposed to the development as illustrated in the approved concept plan dated _____ (attachment A) and described in the applicant's submittal (attachment B) meet the following Zoning Ordinance standards:

(a) All applicable provisions of Article VI Planned Unit Development of the Zoning Ordinance are met;

(b) The proposed PUD meets the intent of Article VI, as outlined in Section 5.41, through each of the following:

1. Providing for a mix of compatible uses and residential types,
2. Creating an innovative development in terms of variety, design, layout, and types of structures,

3. Facilitating a more efficient use of land and economic arrangement of buildings and uses,
 4. Minimizing traffic impacts while accommodating safe and efficient pedestrian and bicycle access and circulation, and
 5. Using the land where site conditions make development under conventional zoning difficult or less desirable.
- (c) The qualifying conditions in § 5.42 are met, as follows:
1. The proposed development is under unified control.
 2. The proposed development provides public benefits in several ways, including:
 - a. Creating a mixed-use project combining residential and nonresidential uses and a variety of housing types,
 - b. High quality design beyond the minimum ordinance requirements,
 - c. Providing open space and public plazas and features,
 - d. Efficiently consolidating irregularly shaped properties,
 - e. Effectively transitioning from higher to lower density uses,
 3. Uses along the perimeter of the property will be compatible with the use of adjacent property through screening, landscaping, and separation distances, as well as ensuring that all uses abut nonresidential structures on adjacent property,
 4. The development will be served by public water and sanitary sewer,
 5. The proposed PUD is consistent with the City's 2018 Master Plan which advocates for diverse housing opportunities for new families, aging-in-place, and young professionals and adapting to changing retail and residential needs while retaining the City's character and walkability. The Plan also recognizes the proposed mixed-use development of the subject property as desirable.
- (d) The standards of approval in § 5.49 are met, as follows:
1. The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of Article VI, respectively, as stated in (b) and (c) above;

2. The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the City's Master Plan, as stated in (c)5 above;

3. The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development. Design, construction, and operation will be determined as part of the final site plan review and PUD agreement. However, the approved concept plan does illustrate sensitivity to the adjacent and surrounding uses, the natural environment, and the capacity of public services and facilities through the uses proposed, the arrangement of those uses, the accommodations for both vehicular and non-motorized circulation, the availability of public spaces, and the utilization of public services within their capacity;

4. The PUD shall not change the essential character of the surrounding area. The proposed development is consistent with the range of uses in the surrounding area, including commercial, office, high density residential, mixed-use neighborhoods, and public open spaces;

5. The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare. No hazardous uses or activities are proposed and the site is designed to mitigate traffic impacts and separate vehicular traffic from pedestrians and bicycles; and

6. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity. All public services are available and capable of fully serving the proposed development.

(e) The commission determined that the height of the buildings for the PUD may exceed the normally prescribed height limitations because such increased height allows for desirable public spaces and plazas, more vibrant streetscaping and activity, extensive provisions for pedestrians and non-motorized traffic, high quality architectural design, and innovative mixed-use development to complement the current gaslight village district and support the goals of the City Master Plan. Such usage and design amenities would not be achievable under a more conventional development or under the current Zoning Ordinance requirements.

(f) On November 12, 2024, the East Grand Rapid planning commission recommended approval of the concept plan with the following conditions:

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City's satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.
5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A "shade study" to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).
8. An environmental assessment satisfactory to the city for proposed and historical uses.
9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

Because of the nature of most of these studies, they need to be completed and reviewed based on the parameters imposed by an approved concept plan. Upon approval of the concept plan, the applicant can confidently proceed with the studies using actual specifications rather than numbers subject to change before a concept plan is actually approved (e.g., residential units, density, height, square footage). Language will need to be included in the final site plan documents and/or the PUD agreement to confirm that each of these conditions were met to the City's satisfaction, including the contents of all studies, and modifications were made to the final plan, if needed, based on the applicable study results.

The East Grand Rapids City Commission hereby makes the following modifications to some of the conditions submitted by the planning commission as well as adding some additional conditions.

Condition number one suggested by the planning commission shall be restated to read as follows: A comprehensive traffic, pedestrian, bicycle, and mobility study to evaluate the extent of and potential conflicts between vehicle, bicycle, and foot traffic for the site during the high traffic season and to suggest solutions to the city. Such solutions shall take into consideration traffic issues and determine the division of cost-sharing for all required

infrastructure updates. This study shall include intersections outside the immediate PUD area including Lakeside and Robinson, Lake Drive and Breton, Lake Drive and Bagley/San Lu Rae, Wealthy and Lakeside, and Wealthy and Lovett.

Condition number three suggested by the planning commission shall be restated to read as follows: A review of the traffic study by city staff or a third-party consultant to verify its accuracy.

Condition number six suggested by the planning commission shall be restated to read as follows: An impact assessment for sanitary sewer, storm water, and water system utilities, including the impact of runoff from surface parking lots. Any necessary mitigation shown by such studies shall be taken into consideration.

In light of the reduced height of the tallest building contained in the concept plan by over twenty feet, planning commission condition number seven regarding a shade study is unnecessary.

Condition number eight suggested by the planning commission shall be restated to read as follows: An environmental assessment satisfactory to the city for proposed uses. Any necessary mitigation shall be taken into consideration.

Condition number ten suggested by the planning commission shall be restated to read as follows: A parking analysis with possible solutions, with a preference for parking solutions peripheral to the development with pervious surfaces. These parking solutions shall be subject to the provisions of section 3(o).

(g) In addition to these modifications of the planning commission conditions, the city commission adds the following additional conditions:

1. Any private streets and sidewalks constructed by the developer shall meet the City's current street and sidewalk requirements for both the materials used to construct the streets and sidewalks, the widths of such streets and sidewalks (except where differing widths are acceptable to the City), and the obstructions that may be allowed on any sidewalks. The private streets shall be maintained to City standards, including snow removal on streets/sidewalks.
2. The upper floors of buildings in excess of three stories shall be stepped back from the lower floors.
3. Limits on the closure of private streets shall be included so as to limit the impact upon vehicular traffic.

The Planning Commission may recommend and the City Commission may require that the final PUD plan and/or the PUD agreement shall include such modifications or

improvements recommended by the relevant studies and such other requirements related to the standards of approval.

Section 6. PUD Expiration. This PUD shall be subject to the expiration provisions of Section 5.140-A of the City Code. Since it is contemplated that this Development may be constructed in phases, the expiration deadlines contained in Section 5.140-A apply only to those phases which have been presented for and received final approval.

(a) Approval of the PUD concept plan by the city commission shall confer upon the applicant the right to proceed through the subsequent final planning phase for a period not to exceed two years from the date of approval. The city commission may for good cause approve one extension of up to one year, if requested by the applicant prior to the expiration of the original concept plan approval. If application for final site approval for the PUD is not requested within this time period, the PUD concept plan shall automatically become null and void and all rights thereunder shall terminate. However, the PUD zoning shall remain in place unless a change is initiated by the City Commission.

(b) Construction shall commence on the project within one year of final plan approval unless an extension is granted in accordance with Section 5.51 of the Zoning Ordinance.

(c) If the development is proposed to be completed in more than one phase, a final site plan for each subsequent phase shall be submitted no later than three years from the date construction commences within the prior phase or three years from the date of formal approval of the prior phase if construction has not commenced. Failure to submit a final plan for a subsequent phase or commence construction for such phase within the required time frames or extension specified in Section 5.51 shall nullify the concept plan as to future phases but shall have no impact on previously constructed phases or phases that are under construction.

- This section changes the termination provisions of the original ordinance.

Section 7. Effective Date. This Ordinance shall become effective upon receipt by the City of the Developer's written acceptance of the conditions of approval and a revised preliminary PUD site plan incorporating all required conditions and changes; provided, however, that in no event shall this Ordinance become effective before October 29, 2004.

- This Amendment shall become effective upon receipt by the City of the Developer's written acceptance of approval of the PUD concept plan. In the event of a conflict or inconsistency between this Amendment and/or the Adopting Resolution and the Original Ordinance, the terms and conditions of this Amendment and/or the Adopting Resolution shall govern and control.

Section 8. Notice of Adoption. Notice of adoption of this Ordinance shall be published within ten (10) days after its enactment by publication of the following digest, summary, or

statement of purpose of the Ordinance as provided in Chapter VII, Section 7.5 of the Charter of the City of East Grand Rapids.

- Notice of adoption of this Amendment shall be published within ten (10) days after its enactment by a publication of the following digest, summary, or statement of the purpose of the Amendment as provided Chapter VII, Section 7.5 of the Charter of the City of East Grand Rapids.

NOTICE OF ADOPTION OF ORDINANCE BY
THE CITY OF EAST GRAND RAPIDS

A Summary of Jade Pig Ventures
Planned Unit Development

The purpose of this Ordinance is to establish a planned unit development for a property located between Wealthy Street and Lakeside Drive in the City of East Grand Rapids. This planned unit development will allow a combination of commercial and retail uses, offices, residential condominiums with associated parking, and open space. The Ordinance approves a specific site plan for location of structures on the Property and deals with the Development and use of these structures including access, drainage, and landscaping. Copies of the Ordinance in its entirety and copies of the approved site plan are available at the office of the City Clerk, 750 Lakeside Drive, SE, East Grand Rapids, Michigan 49506, during normal business hours.

- The purpose of this Amendment is to update the concept plan for the property located between Wealthy Street and Lakeside Drive in the City of East Grand Rapids. This Planned Unit Development allows a combination of commercial and retail uses, offices, residential condominiums, apartments, and townhouses with associated parking, and open space. The Amendment approves a revised concept plan for location of structures on the property and deals with the development and use of these structures including access and parking. Copies of the Amendment and copies of the approved concept plan and the resolution to approve amendment are available at the office of the City Clerk, 750 Lakeside Drive S.E., East Grand Rapids, Michigan during normal business hours.

CITY OF EAST GRAND RAPIDS

By _____

Lori Parmenter
City Clerk

**AN ORDINANCE TO AMEND THE
JADE PIG VENTURES PLANNED UNIT DEVELOPMENT**

THE CITY OF EAST GRAND RAPIDS ORDAINS:

Section 1. The Zoning Ordinance of the City of East Grand Rapids was amended by approval of the Jade Pig Ventures Planned Unit Development on October 18, 2004, which had an effective date of February 22, 2005 and was subsequently amended on February 15, 2008 (collectively the "Original Ordinance"). This Amendment does not change the zoning classification of the subject property but does contain changes to the previously approved concept plan and updates to align with the current terminology and other changes that have occurred since the Original Ordinance was enacted. This Amendment was adopted by the City of East Grand Rapids pursuant to the adoption Resolution of the City Commission on _____, 2025 that also approved the new Concept Plan (the "Adopting Resolution"). This Adopting Resolution is incorporated into this Amendment.

(a) Subsection 3(h) of the Original Ordinance is deleted since this issue will be addressed in the PUD agreement.

(b) Subsection 3(k) of the Original Ordinance is amended to refer to the preliminary PUD site plan as the concept plan.

(c) Subsection 3(p) of the Original Ordinance is deleted and amended in its entirety to read as follows:

(p) The Developer may construct up to 9 "Buildings" as shown on the concept plan. These buildings will contain a mix of residential uses, retail uses, and commercial uses, though some buildings may contain just one use. The maximum height of each building shall be as shown on the approved concept plan.

(d) Section 6 of the Original Ordinance is deleted and amended in its entirety to read as follows:

Section 6. PUD Expiration.

(a) Approval of the PUD concept plan by the city commission shall confer upon the applicant the right to proceed through the subsequent final planning phase for a period not to exceed two years from the date of approval. The city commission may for good cause approve one extension of up to one year, if requested by the applicant prior to the expiration of the original concept plan approval. If application for final site approval for the PUD is not requested within this time period, the PUD concept plan shall automatically become null and void and all rights thereunder shall terminate. However, the PUD zoning shall remain in place unless a change is initiated by the City Commission.

(b) Construction shall commence on the project within one year of final plan approval unless an extension is granted in accordance with Section 5.51 of the Zoning Ordinance.

(c) If the development is proposed to be completed in more than one phase, a final site plan for each subsequent phase shall be submitted no later than three years from the date construction commences within the prior phase or three years from the date of formal approval of the prior phase if construction has not commenced. Failure to submit a final plan for a subsequent phase or commence construction for such phase within the required time frames or extension specified in Section 5.51 shall nullify the concept plan as to future phases but shall have no impact on previously constructed phases or phases that are under construction.

Section 2. Effective Date. This Amendment shall become effective upon receipt by the City of the Developer's written acceptance of approval of the PUD concept plan. In the event of a conflict or inconsistency between this Amendment and/or the Adopting Resolution and the Original Ordinance, the terms and conditions of this Amendment and/or the Adopting Resolution shall govern and control.

Section 3. Notice of Adoption. Notice of adoption of this Amendment shall be published within ten (10) days after its enactment by a publication of the following digest, summary, or statement of the purpose of the Amendment as provided Chapter VII, Section 7.5 of the Charter of the City of East Grand Rapids.

NOTICE OF ADOPTION OF AMENDMENT BY THE CITY OF EAST GRAND RAPIDS:

The purpose of this Amendment is to update the concept plan for the property located between Wealthy Street and Lakeside Drive in the City of East Grand Rapids. This Planned Unit Development allows a combination of commercial and retail uses, offices, residential condominiums, apartments, and townhouses with associated parking, and open space. The Amendment approves a revised concept plan for location of structures on the property and deals with the development and use of these structures including access and parking. Copies of the Amendment and copies of the approved concept plan and the resolution to approve amendment are available at the office of the City Clerk, 750 Lakeside Drive S.E., East Grand Rapids, Michigan during normal business hours.

City of East Grand Rapids

By _____
Lori Parmenter
City Clerk

27310502.1

**RESOLUTION TO APPROVE AN UPDATED CONCEPT PLAN TO
JADE PIG VENTURES PLANNED UNIT DEVELOPMENT
AND TO EXPLAIN IMPACT OF THE APPROVED CONCEPT PLAN ON THE
ORIGINAL ORDINANCE**

The purpose of this Resolution is to approve an updated concept plan to the Jade Pig Ventures Planned Unit Development and to explain how the approved plan will interact with the terms of the Original Ordinance. A separate ordinance amendment is being approved to make minor changes to the Original Ordinance.

Whereas Gaslight Investors, L.L.C. has submitted a revised concept plan for the Jade Pig Ventures Planned Unit Development; and

Whereas numerous meetings and hearings have been held by the City Planning Commission and the City Commission;

Now therefore be it resolved by the City Commission of the City of East Grand Rapids that the Concept Plan dated _____, 2025 is hereby approved as provided below.

The Zoning Ordinance of the City of East Grand Rapids was amended by approval of the Jade Pig Ventures Planned Unit Development on October 18, 2004, which had an effective date of February 22, 2005 and was subsequently amended on February 15, 2008 (collectively the "Original Ordinance"). Jade Pig Ventures' interest in the real property which is covered by the Original Ordinance has been transferred to a new entity, Gaslight Investors, L.L.C. Gaslight Investors, L.L.C. filed materials with the City of East Grand Rapids seeking certain modifications to the previously approved preliminary PUD plan. The City's Zoning Ordinance was completely restated by the adoption of a new Chapter 50 of the City Code containing the zoning code, which became effective on November 29, 2013. This new Zoning Ordinance changed the numbering of all sections dealing with Planned Unit Developments. The current provisions relating to Planned Unit Developments are found in Article VI, Sections 5.41 – 5.52. Except as noted, references will now be made to the new ordinance sections of the City Code. While the PUD provisions remain substantially similar to the previous provisions, there have been some wording changes which impact the Gaslight Investors, L.L.C. PUD. For example, the plan adopted in the original approval of the Jade Pig PUD was referred to as the "preliminary plan" and the previously approved preliminary plan is now referred to as the "concept plan". In the event of a conflict or inconsistency between the terms of this document and the Original Ordinance, (including conflicts or inconsistencies between the approved conceptual plan and any previously approved preliminary or final plan governing the subject property), then the terms of this document (including the approved conceptual plan), shall govern and control.

1. Section 1 of the Original Ordinance is changed as follows:

The reference to Section 5.190 of the City Code in Section 1 now refers to Section 5.20. The date of the eight-page site plan is corrected to be September 7, 2004. All references to Jade Pig Ventures should now refer to Gaslight Investors, L.L.C.. All other provisions of Section 1 are accurate and are not modified.

2. Section 3 of the Original Ordinance is changed as follows:

Subsection 3(a) is updated to indicate that the preliminary site plan approved by the city commission, dated September 7, 2004, is now referred to as the concept plan. The concept plan is being updated by this document. Part of the area has already been constructed pursuant to the original plan. The final site plan for the remainder of the project will be consistent with the concepts illustrated in the approved concept plan. Compliance with the approved final site plan standards shall be a prerequisite to final approval of construction under the building permit to be issued by the City for the development and occupancy of new construction on the site.

Subsection 3(b) of the Original Ordinance remains substantially the same and is retained; provided however, the developer anticipates that the proposed project will be completed in phases. The boundaries of the phases and the phasing plan will be identified and considered for approval in final site plan review and the PUD agreement.

Subsection 3(c) of the Original Ordinance refers to items that were agreed upon in 2004. Any requirements of the nature of those previously contained in Section 3(c) that are relevant to the amended concept plan will be addressed in a PUD agreement that is part of final site plan approval.

Subsection 3(d) is changed to acknowledge that the commercial/retail buildings adjacent to Wealthy Street have been constructed and that the remainder of the proposed project is anticipated to be constructed in several phases. The boundaries of the phases and the phasing plan will be identified and considered in connection with final site plan review and the PUD agreement.

Subsection 3(f) is changed to acknowledge that the requirements of Section 3(f) were satisfied with respect to the portion of the PUD constructed in the initial phase of the project. The requirements of Section 3(f) are not relevant with respect to the future phases of the project; provided however, new specifications for streets, streetscape, lighting, and other details will be established in the final site plan and in the PUD agreement.

Subsection 3(i) applies to a drive-thru window which has already been constructed in the initial phase.

Subsection 3(j) is changed as the previously existing parking structure has been removed. A new parking structure is included in the approved concept plan and any conditions or restrictions on that structure will be addressed in final site plan approval and the PUD agreement.

Subsection 3(l) is changed to provide that the developer is to provide pedestrian access through the property in general locations identified for pedestrian access in the approved concept plan.

Subsection 3(m) is no longer relevant.

Subsection 3(n) is changed as follows:

(n) The Buildings located on the subject property shall be maintained to their as-built standards, reasonable wear and tear excepted. The Buildings are identified in subsection (p) below and shall be addressed in the PUD agreement and illustrated in the final site plan.

Subsection 3(o) is changed as follows:

(o) The parking requirements and the number of spaces shall be mutually agreed upon by Gaslight Investors, L.L.C. and the City Commission as part of the final site plan and PUD agreement. The agreement of the parties shall take into consideration any parking studies performed in conjunction with the final site plan.

Subsection 3(q) is updated as follows:

(q) The Buildings identified as A and B in the approved concept plan have been established and are in the commercial area of the PUD along Wealthy Street. As such, they may contain offices, but no such offices shall be located on any ground floor space except as provided in the Zoning Ordinance. In the event that Buildings C, D and/or E are constructed, they may be used for any use that is allowed in the C-1 zoning district as set forth in Table 5.36 of the Zoning Ordinance. In the event that the Buildings identified as F, G and/or H are constructed, they shall be used for the uses identified in the approved concept plan.

3. Section 4 of the Original Ordinance is updated as follows:

Section 4. Enforcement.

(a) The City may enforce the provisions of this Resolution, the continuing provisions of the Original Ordinance and applicable provisions of the Zoning Ordinance, Building Code, and other ordinances, laws and regulation to the extent and in any manner provided by law.

(b) All conditions contained in this Resolution shall be binding upon the Developer as well as its successors, tenants, and assigns.

4. Section 5 of the Original Ordinance is updated as follows:

Section 5. Findings. In 2004, the Planning Commission determined that the proposed project met the required standards contained in the City Code for site plan review and for planned unit development approval. While some details of the approved concept plan vary from the 2004 plan, the overall uses, scale, and relationships are in keeping with the previously approved concept. Therefore, the current Planning Commission and City Commission have determined that the revisions proposed to the development as illustrated in the approved concept plan dated _____ (attachment A) and described in the applicant's submittal (attachment B) meet the following Zoning Ordinance standards:

(a) All applicable provisions of Article VI Planned Unit Development of the Zoning Ordinance are met;

(b) The proposed PUD meets the intent of Article VI, as outlined in Section 5.41, through each of the following:

1. Providing for a mix of compatible uses and residential types,
2. Creating an innovative development in terms of variety, design, layout, and types of structures,
3. Facilitating a more efficient use of land and economic arrangement of buildings and uses,
4. Minimizing traffic impacts while accommodating safe and efficient pedestrian and bicycle access and circulation, and
5. Using the land where site conditions make development under conventional zoning difficult or less desirable.

(c) The qualifying conditions in § 5.42 are met, as follows:

1. The proposed development is under unified control.
2. The proposed development provides public benefits in several ways, including:
 - a. Creating a mixed-use project combining residential and nonresidential uses and a variety of housing types,
 - b. High quality design beyond the minimum ordinance requirements,

- c. Providing open space and public plazas and features,
- d. Efficiently consolidating irregularly shaped properties,
- e. Effectively transitioning from higher to lower density uses,

3. Uses along the perimeter of the property will be compatible with the use of adjacent property through screening, landscaping, and separation distances, as well as ensuring that all uses about nonresidential structures on adjacent property,

4. The development will be served by public water and sanitary sewer,

5. The proposed PUD is consistent with the City's 2018 Master Plan which advocates for diverse housing opportunities for new families, aging-in-place, and young professionals and adapting to changing retail and residential needs while retaining the City's character and walkability. The Plan also recognizes the proposed mixed-use development of the subject property as desirable.

(d) The standards of approval in § 5.49 are met, as follows:

1. The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of Article VI, respectively, as stated in (b) and (c) above;

2. The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the City's Master Plan, as stated in (c)5 above;

3. The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development. Design, construction, and operation will be determined as part of the final site plan review and PUD agreement. However, the approved concept plan does illustrate sensitivity to the adjacent and surrounding uses, the natural environment, and the capacity of public services and facilities through the uses proposed, the arrangement of those uses, the accommodations for both vehicular and non-motorized circulation, the availability of public spaces, and the utilization of public services within their capacity;

4. The PUD shall not change the essential character of the surrounding area. The proposed development is consistent with the range

of uses in the surrounding area, including commercial, office, high density residential, mixed-use neighborhoods, and public open spaces;

5. The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare. No hazardous uses or activities are proposed and the site is designed to mitigate traffic impacts and separate vehicular traffic from pedestrians and bicycles; and

6. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity. All public services are available and capable of fully serving the proposed development.

(e) The commission determined that the height of the buildings for the PUD may exceed the normally prescribed height limitations because such increased height allows for desirable public spaces and plazas, more vibrant streetscaping and activity, extensive provisions for pedestrians and non-motorized traffic, high quality architectural design, and innovative mixed-use development to complement the current gaslight village district and support the goals of the City Master Plan. Such usage and design amenities would not be achievable under a more conventional development or under the current Zoning Ordinance requirements.

On November 12, 2024 the East Grand Rapid planning commission recommended approval of the concept plan with the following conditions:

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City's satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.
5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A "shade study" to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).

8. An environmental assessment satisfactory to the city for proposed and historical uses.
9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

Because of the nature of most of these studies, they need to be completed and reviewed based on the parameters imposed by an approved concept plan. Upon approval of the concept plan, the applicant can confidently proceed with the studies using actual specifications rather than numbers subject to change before a concept plan is actually approved (e.g., residential units, density, height, square footage). Language will need to be included in the final site plan documents and/or the PUD agreement to confirm that each of these conditions was met and modifications were made to the final plan, if needed, based on the applicable study results.

27310417.1

Shea Charles

From: Bradley Hunter
Sent: Wednesday, May 21, 2025 9:30 PM
To: Shea Charles; Doug LaFave
Subject: Conditions

1. That a Traffic Impact Study be completed prior to any vote on PUD Amendment.
 - a. This condition will not delay the project in its timeline at all, whether we do studies before or after.
 - b. This condition is what the residents overwhelmingly prefer
 - c. This condition is in line with Master Plan 2018 and all other municipal master plans in that studies are done prior to votes.
 - d. This condition is supportive of the most obvious aspect of East Grand Rapids city government in that local input is more apparent here than other home rule municipalities in size and scope.
2. That a Fiscal Impact Study be completed prior to any vote on PUD Amendment
 - a. This condition will not delay the project in its timeline at all, whether we do studies before or after.
 - b. This condition is what the residents overwhelmingly prefer
 - c. This condition is in line with Master Plan 2018 and all other municipal master plans in that studies are done prior to votes.
 - d. This condition is supportive of the most obvious aspect of East Grand Rapids city government in that local input is more apparent here than other home rule municipalities in size and scope.
 - e. This condition is to be more strongly expressed amongst residents due to the increase in population estimated to be around 450 individuals, all sharing the same existing utilities and resources.
 - f. This condition is to be more strongly expressed amongst residents due to the lack of negotiating the Brownfield RA will possess given their late addition to the process, rendering them unable to negotiate on behalf of City.
3. That the City of East Grand Rapids allow another 'town hall' style event for the residents of East Grand Rapids to visualize the project after its update and alterations since 2/17/25
4. That the City of East Grand Rapids allow its City Commissioners prior to PUD vote to engage in group session with City Staff on important questions, requiring understanding, that Commission meetings do not allow for.

Lori Parmenter

From: Shea Charles
Sent: Friday, May 30, 2025 3:09 PM
To: Shea Charles
Cc: Lori Parmenter
Subject: FW: Thoughts on PUD Ordinance Conditions/Next Steps

Good Afternoon Mayor & City Commissioners,

I spoke with Commissioner Groff-Blaszak today and realized I misunderstood that she meant for the email below to be in the Commission packet. We will be adding it to the on-line agenda packet, I had mistakenly thought she had already shared with the rest of the Commission.

Shea



750 Lakeside Dr SE
East Grand Rapids, MI
49506

City of East Grand Rapids

**Shea
Charles**
City Manager

(616) 949-2110
scharles@eastgrmi.gov
www.eastgrmi.gov

From: Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>
Sent: Thursday, May 22, 2025 7:41 AM
To: Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>
Cc: Shea Charles <scharles@eastgrmi.gov>
Subject: Thoughts on PUD Ordinance Conditions/Next Steps

Katie, Kate, Ryan, Chris, Brad, and Laura -

Acknowledging in advance that this is a long email, so here's the tl;dr: *I think we need to take more time now to work through the approval standards rather than delaying the toughest discussions and enduring another - most likely longer and more contentious - process in the final plan approval cycle. We can all think up conditions on our own that we think we need right now, but a collective and public process to identify conditions clearly aligned to standards will much better serve us and our community over time. Taking time now doesn't mean we're acceding to demands or strategies to try to kill the project; rather, we are acknowledging that we can respond to valid feedback and execute a process with integrity that is fair, transparent, and ultimately more efficient - and that produces a far better outcome. Deliberately and purposefully slowing down now can help us move more efficiently later.*

I do want to be clear up front here as well, that I'm eager to discuss any or all of these thoughts and ideas (and reactions thereto) with any/all of you. I also want to underscore that my intent is to be direct, honest and vulnerable (knowing that in being direct and honest, I risk coming across as difficult, disruptive or

even belligerent) - and to appeal to what I fully believe is a desire that we all share: to work together for the best outcomes for our community. It is not intended to personally attack any individual or undermine the work that any of us has done in good faith.

I find myself in a strange position, as I suspect others do, too - seemingly wedged involuntarily between two camps that hold themselves at opposite ends of an ideological spectrum: one which views housing as a need so urgent that any action to slow approval processes for developments is anathema and the other, which purposefully employs strategies to slow, scale down or kill any development that threatens change within their own neighborhoods. I think that a majority of residents, myself included, do feel urgency about alleviating our housing crisis and value doing what it takes to find ways to make it easier and more feasible to build the housing we need - and know that our community, as much as any other community, bears responsibility to do what it can to create more housing, including affordable options, as a shared responsibility in our broader ecosystem. And in many ways, dense housing (which certainly has a range of definitions) is the housing we need, as it tends to be more affordable and more environmentally and socially sustainable. As a fairly landlocked city, this development offers an unprecedented (though not the only) opportunity to take a significant step forward in line with these values.

Because I hold these values and thus want this development to succeed, I feel like I *should* want to move this development through the approval process as quickly as possible. But the cognitive dissonance I'm experiencing has me actively resisting urgency. Because what I think we need to do - and what I hear many residents asking for - is that we work through approval as efficiently and as transparently as possible, while maintaining the integrity of the process. Prioritizing efficiency, transparency and integrity are very different from prioritizing speed alone - and the former doesn't have to require more time than the latter.

I fully understand that a PUD process doesn't happen often, and that we are all - City staff, Commissioners and residents alike - on a learning curve. That being said, as we've been at this for nearly a year now, there have been a number of occurrences that have raised reasonable and critical concerns about the process, including:

- the Planning Commission requesting a mobility study from the developer in June of last year, then waiting 5 months for the developer to return *without* a mobility study, and various parties seemingly working reactively to convince the Planning Commission that it wasn't necessary at that point in the process after all;
- the City Commission approving a guarantee of Brownfield Plan reimbursement eligibility in the City's agreement with the developer regarding the demolition of the existing parking structure before we even considered the establishment of a Brownfield Authority;
- the City Commission fast-tracking the establishment of a Brownfield Redevelopment Authority in January of this year, then taking no further steps in the last 4 months to identify or move on a process to select its board members and prepare for its operation;
- the developer presenting a revised site plan at the City Commission's March 31 meeting, and the members of the Commission being directed to give feedback on physical characteristics, rather than encouraging questions of, or additional information from, the developer;
- taking a reactive stance to potential conflicts of interest on the Commission related to the development, and then publicly chastising those who have expressed reasonable concerns about those perceptions (rather than validating that two truths can coexist: the letter of the law can be met and conflicting perspectives can be acknowledged);

- starting negotiations on PUD ordinance amendment language with the developer and their attorneys as early as January or February of this year, without the direction or foreknowledge of the City Commission; and
- conducting an overall highly controlled and discussion-limiting approach to the City Commission's interactions with the developer and subject matter experts at Commission meetings, discouraging the asking of questions at some meetings (see above) and limiting opportunities for discussion and debate (which is only partly a function of the limitations of our rules of order).

I'm not making accusations of malfeasance or incompetence; rather, I'm making a case for focusing on improving our process - not to meet the demands or achieve the agreement of every single resident - but as recognition that we will only add time between now and potential housing construction if we insist that the process can be successful without investing time to authentically cultivate the trust and support of the community that the process itself is fair and transparent (*especially* when it comes to the consideration of a Brownfield Plan, which the developer has made clear is a necessity to the economic feasibility of this project). Further, at this point, I personally share some of these concerns about the process, and I struggle to encourage others to have faith in a process when I lack it. To be clear, I'm not actively (or even passively) undermining residents' trust in the current process - my public stance on it is neutral. But they can see what we all can see: the current process and missteps speak for themselves and thinking that we can engender trust simply by entreating people to trust us and/or the process - without meaningful and visible action to change or improve it - only has the opposite effect.

Our City Ordinance is clear about our responsibility as a Commission: We must ensure that the codified approval standards are met prior to approving the PUD. While the standards are, in some cases, rather subjective, they do define the heart of our obligation. I would argue that this requires us to

- focus our discussions and deliberations on the standards for approval, which we have not done in any structured way to date; most importantly, we need to establish how we will determine, factually and transparently, whether or not each standard has been met, including what studies and/or conditions are necessary to that determination (we have been told that it is the opinion of staff that they have been met, which is not an insignificant consideration, but ultimately this decision is our responsibility, which I think requires us to do our own due diligence in making this determination - and do it publicly); and
- require compliance with each standard as soon as it is feasible instead of simply arguing either "all studies must be done before concept plan approval" or "no studies need to be done before concept plan approval."

Allowing residents to see us work through these conversations and deliberations would go a long way toward engendering their trust in the process and in our decisions. It is important to work through them before we finalize or attach conditions so that we can be confident those conditions are tied to the standards in a meaningful way and because we will need to ensure they are codified appropriately in the PUD ordinance amendment, wherein we have been told we are required to assert that the standards have been met (or will be, with the fulfillment of these codified conditions). It's difficult, if not impossible, to fairly and adequately determine what studies and conditions truly are needed until we determine what is required to meet a standard.

I'm sure there are many ways we can do this. Here's my idea:

- Our Charter only requires us to hold one regular meeting per month.
- Through the summer months (June, July, August), we hold one regular meeting to take care of all business that is not Gaslight-Investors-related and we use the other meeting each month as a public work session to work through the standards one-by-one, in order to determine
 - What does it look like for this standard to be met?
 - What information do we have, or can the Developer provide now, that demonstrates the standard has been met?
 - If we don't have sufficient information, or the limits of the concept planning stage make the generation of that information difficult or impossible, what reasonable studies and/or conditions do we need to apply in order to demonstrate satisfactory achievement of the standard prior to final approval?
 - What language do we need to include in the PUD ordinance amendment to ensure and verify all of the above?
- (Maybe we even consider a series of coordinated town hall meetings or precede each work session with a town-hall-style public comment period to increase access and meet the demand for Q&A interaction.)

Ideally, by September (if not before), we are ready to pick back up with formal introduction and first reading of the PUD ordinance amendment, which will reflect the discussion and deliberation at these work sessions.

I do not want to slow this process down for the sake of slowing it down or engaging in endless debate about whether or not - or how - we can meet the desires or preferences of every party. I do think that it is imperative to the eventual success of this development that we adjust our process so that we can engage in these difficult discussions and decisions with the trust of our residents and neighbors in a way that aligns with the values of our community. It will be messy, and it will take time now. It will also make the overall approval process more fair, more transparent and more efficient.

Thanks for reading to the end 😊... please let me know what you think and if this resonates with you -

Abbie



5. That a legal opinion be rendered by retained or outside Counsel, by Vote of City Commission; that we assert ***the square footage of the buildings, number of units and overall density per square foot of PUD as voted on by City Commission during "Site Plan Review and Approval" CAN be altered by information presented in various Conditions and Studies that follow "Site Plan Review and Approval".***

Shea Charles

From: Laura Schwartz
Sent: Monday, May 19, 2025 10:23 AM
To: Shea Charles; Katie Favale
Subject: Conditions

Hi there,

I'm not sure if these fit in as "conditions", but these are top of mind thoughts:

1. See the Anderson's email. My assumption was that these conditions would have "teeth". But I don't see any harm in making them more explicit in how the conditions can be satisfied.
2. Would like to see minimum street closure commitments from the developer.
3. Mobility: ensure the intersections of study include peripheral intersections (Lake/Breton, Lake/San Lu Rae, etc.) and that the developer can be required to pay for improvements to those intersections as a result of the development
4. Mandate the street frontage building height step backs (in last meeting, the developer said "still planning" to set back higher stories of taller buildings.)
5. Street styles: Shea mentioned in last meeting that we can make guarantees within the development agreement that they have to match our current street and sidewalk requirements (width, planters, etc.)

Thanks,
Laura

Shea Charles

From: Kate Skaggs
Sent: Monday, May 19, 2025 8:57 AM
To: Shea Charles
Cc: Katie Favale
Subject: Questions & Condition Suggestions

Good morning!

I am sharing my questions that may come up tonight (most I understand, thanks Shea, but may ask anyway for public clarification). Also included my thoughts on the planning commission conditions, and a few other new items that I want to ensure are discussed in the PUD agreement even if we don't go to a granular level in the ordinance. Thanks so much!

EGR PUD Amendment Ordinance

Questions:

1. Can we have a walk-through of the steps for developing the final version of this site plan, when it comes to the terms between the city and developer? This **PUD Ordinance** amendment is THE amendment – it will not be updated again, correct? Then, there is another contract that will be executed between the city and the developer – the **PUD Agreement**?
2. Section 3, which outlines conditions – there are a number of letters missing that seem pertinent to the final plan, Section 3 subs e, g, h, k and p. Those address underground utilities, screening for mechanical infrastructure, requirements for placements of satellite dishes and antennas, consistent character, and building descriptions. **Should we read this amendment to say that these items still included in the ordinance?**
3. The amendment contemplates open space, public plazas, and the availability of public spaces. These are listed as public benefits (open space/public plazas) and items that the concept plan demonstrates sensitivity to (availability of public spaces). **How are those defined?** The concept plan doesn't contain any of these; there is a parking lot that is suggested might be closed for events and a "resident amenity area" illustrated. **Does this suggest or pave the way that they may be included later?**
4. **Is Section 4 sub c – in the section on Enforcement – still included?** This sub states that the PUD approval is expressly contingent on all conditions of approval remaining fully effective and valid. **What are the off-ramps if conditions are not met?**

Condition Suggestions – updates to Planning Commission conditions by number

1. (1) include intersections outside the immediate PUD area in the study, specifically Lakeside & Robinson and Bagley & Lake – others as well
2. (1) reword: A comprehensive traffic, pedestrian, bicycle and mobility study to **understand vehicle, bicycle, and foot traffic for the site during the high traffic season and suggest solutions to the city's satisfaction. The PUD agreement shall take into consideration traffic solutions and determine the division of cost sharing for all required updates.**
3. (3) reword: A Review of the traffic study by city staff **or a third-party consultant** to verify its accuracy.

4. (6) reword: An impact assessment for sanitary sewer, storm sewer, and water system utilities, **including the impact of runoff from surface parking lots. The PUD agreement shall take into consideration any necessary mitigation.**
5. (7) No need for a shade study in my opinion
6. (8) add: **“The PUD agreement shall take into consideration any necessary mitigation.”**
7. (10) define “balanced solution”??
8. (10) reword: **A parking analysis with proposed solutions, with a preference for parking solutions peripheral to the development and pervious surfaces. Subject to Section 3(o).**

Condition Suggestions – New

1. The PUD agreement shall designate public space, its general hours of operation, permitted uses, and general closure and/or usage procedures administered by the City Parks & Recreation Department. Permitted uses include but are not limited to downtown festivals and events, restaurant seating, and any purpose that provides recreational and social activity, fostering community engagement, and promoting economic and cultural vibrancy. *(Goal: make sure we have public space with reasonable hours for public access no different from a park, and set up a turnkey process for Park & Rec to permit usage of the space)*
2. The PUD agreement shall consider a mix of uses, including food-service ready spaces in buildings C & D. *(Goal: make it very easy for restaurants to open in C & D, perhaps even requiring that all spaces built should have proper hookups for restaurant use in the future)*
3. The PUD agreement shall consider a mix of tenants, including a restaurant operating during morning hours which serves breakfast and brunch. *(Goal: weekend brunch spot with liquor license)*
4. The PUD agreement shall consider opportunities for small businesses to operate within the development, including retail stores *(Goal: allow for a certain number of non-franchise national brand stores and offices)*
5. The PUD agreement shall consider a mix of housing opportunities, including units priced no more than 120% of median AMI for Kent County. *(Goal: ensure attainable housing conversation)*



Derek Melville
DIRECTOR

CITY OF EAST GRAND RAPIDS, MICHIGAN

PARKS & RECREATION DEPARTMENT

8

MEMORANDUM

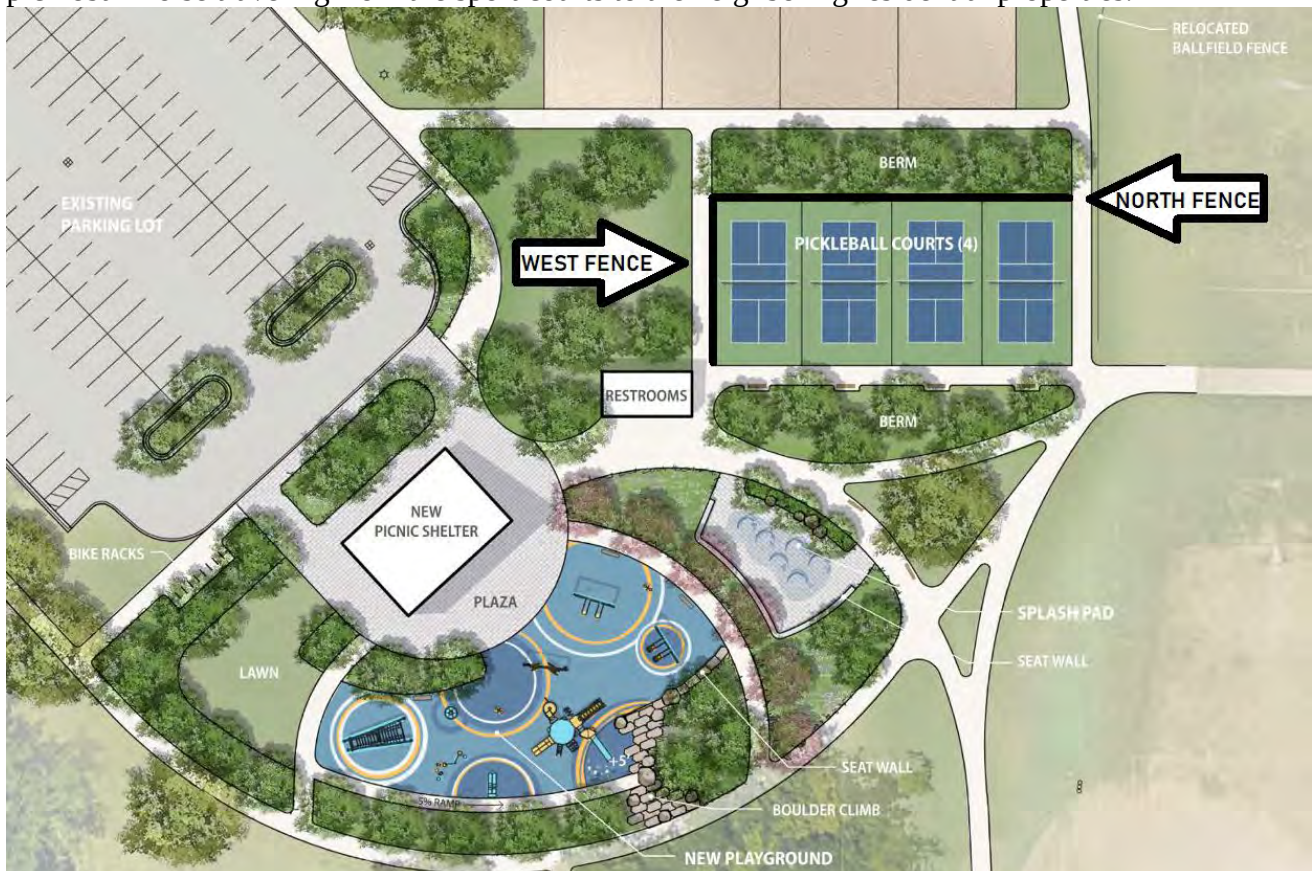
To: Honorable Mayor and City Commission
From: Derek Melville, Director of Parks and Recreation
Date: May 26, 2025

RE: Manhattan Park Pickleball Court Sound Curtain Purchase

ACTION REQUESTED: That the City Commission authorizes the purchase of Pickleblock sound curtains for the Manhattan Park pickleball courts for a total cost not to exceed \$24,600.

BACKGROUND:

In 2024, the City hired Soundscape Engineering, a firm specializing in acoustics and noise, to perform a sound study related to the renovation of existing pickleball courts and the addition of new pickleball courts at Manhattan Park. The data from the study resulted in a recommendation to place a sound barrier product on the north and west fence lines of the new pickleball courts to mitigate pickleball noise traveling from the sport courts to the neighboring residential properties.



Soundscape Engineering staff recommended purchasing a product that is at least 1 pound per square foot that can block 10 decibels more sound going through the barrier than over the barrier. Typical solutions that meet these recommendations are mass loaded vinyl or similar products that are specifically designed and produced to be hung from sport court fences and can withstand the elements that are experienced in Michigan throughout the four seasons. There are two main sound curtain types available, either reflective or absorptive, and some companies produce an option that combines both the reflective mass loaded vinyl panels with a quilted absorber affixed to it for additional sound dampening effects.

With the recommended specifications from Soundscape Engineering, City staff have researched a variety of products that meet the acoustic recommendations to accomplish a sound mitigation strategy as well as finding a balance between the most durable and aesthetically pleasing options.

City staff requested Soundscape Engineering staff to review each of the products listed below, and it was determined that each option meets the criteria specified to reduce sound travel from the pickleball courts to neighboring properties.

Company Name	Product	Material Cost
DDS Acoustical Specialties	Standard Panel- Reflective	\$13,938
Acoustiblok	Pickleblok- Reflective-BLACK	\$19,700
Acoustiblok	Pickleblok- Reflective-GREEN	\$23,400
DDS Acoustical Specialties	Composite Reflective/Absorptive	\$24,215
O'Neill Engineered Systems	VIVID BSC- Absorptive	\$27,967
Shipping		\$800 - \$1,200

Pickleblok Installation



For the initial placement of sound control curtains on the north and west side, a reflective barrier was selected to meet the goal of redirecting sound away from the residences surrounding Manhattan Park. After initial placement and observed use over time, additional panels on the east and south fence lines could be considered to supplement the initial sound curtains, and a mix of reflective and absorptive panels could be considered at that time.

After reviewing product samples and color options with the design team at Viridis Design Group, the Pickleblok product in green was selected as the preferred option due to the positive references from pickleball related users who have purchased and used the product, the green color they offer that best matches other site amenities, and the high durability and low maintenance of the product, along with its resistance to UV, dirt, water and mold. Also, Pickleblok is made in the USA from all U.S. material with over 90% coming from recycled or organic materials, and the panels are recyclable. The lifespan of Pickleblok is 15+ years.

Other products reviewed were eliminated either due to the lack of requested colors available, low durability of the product sample, the use of Velcro for some attachments versus the staff preferred stainless steel zip ties, or lack of available references for newer product options.

It is recommended that the City Commission consider authorizing the purchase of the Pickleblock reflective sound panels for the cost of \$23,400 plus shipping for a not-to-exceed cost of \$24,600.

REVIEWED & APPROVED FOR SUBMISSION:

A handwritten signature in black ink, appearing to read 'Shea Charles', written over the printed name.

Shea Charles
City Manager



DDS ACOUSTICAL
SPECIALTIES

54 Mainline Drive, Unit C
Westfield, MA 01085
(413) 248-8118

Quote

Customer: City of East Grand Rapids
Attn: Derek Melville
City of East Grand Rapids
750 Lakeside Dr SE
Grand Rapids, MI 49506
Project: East Grand Rapids
Pickleball

Date: 05/06/2025
Quote# 52022050Q6

Quote valid until 06/06/2025

Quoted by Tyler Hadley

QTY	DESCRIPTION	COST
1	STANDARD NOISE BARRIER PICKLEBALL PANELS 1lb per square foot Reinforced Mass Loaded Vinyl Coverage of 200LF @ 8'H - Cut into (47) 54" x 96" Panels - Grommets on Top, Bottom, Sides (Center) - Exterior Grade Velcro on long sides Colors - Black, Tan, Gray *Zip ties provided by others unless requested OPTION COMPOSITE NOISE BARRIER/ABSORBER PANELS 1" Thick quilted fiberglass absorber stitched to Standard Noise Barrier \$24,215	13,113.00
1	Estimated Freight, at the time of quote, to zip code 49506 (Actual freight charges to be determined at the time of shipment).	825.00
		Subtotal: 13,938.00
		Tax:
		Total Estimate: \$13,938.00

Lead time: 5-6 Weeks From Drawing Approval
Lead times are factory estimates only and do not include order processing

In lieu of sending a Purchase order, accepting, and dating this quote will generate an order

Accepted by: _____

Date accepted: _____

Freight is not included unless specifically noted
Credit to be determined
Quotes and orders are subject to DDS terms and conditions

Quote does not include tax
Unless otherwise noted

Derek Melville

From: Charles O'Meara <comeara@acoustiblok.com>
Sent: Monday, May 5, 2025 4:52 PM
To: Derek Melville
Subject: getting closer

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Derek-

While the actual price will vary based on the exact dimensions of each section, the cost for the material you asked for (including the 2 additional custom width curtains) would be approximately \$19,700 for Black and \$23,400 for Green + freight (FOB Tampa). If that works with your budget, please get me the dimensions of each run and I will get you an exact price.

Charles

From: Derek Melville <dmelville@eastgrmi.gov>
Sent: Monday, May 5, 2025 3:48 PM
To: Charles O'Meara <comeara@acoustiblok.com>
Subject: RE: *12/23 Everything you wanted to know about Pickleball noise abatement but were afraid to ask

Charles,

We're getting closer to our new pickleball courts being constructed and we're trying to finalize a decision on our sound curtain purchase. We're looking at ordering approximately 200 linear feet of curtain that is 8' tall. Can you please provide current pricing for a purchase of this quantity?

Also, we likely will have to order a panel or two that are 8' tall, but less than 6ft wide due to some of the internal fences between pickleball courts that we'll need to work around, so can you share if there is a markup for panels smaller than 6' wide?

Thanks for any information you can provide.

Regards,

Derek

From: Charles O'Meara <comeara@acoustiblok.com>
Sent: Monday, February 5, 2024 4:44 PM
To: Derek Melville <dmelville@eastgr.org>
Subject: FW: *12/23 Everything you wanted to know about Pickleball noise abatement but were afraid to ask

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



ONEILL ENGINEERED SYSTEMS, INC.

SPECIALISTS IN NOISE CONTROL

Derek Melville
East Grand Rapids Parks and Recreation
750 Lakeside Dr. SE
East Grand Rapids, MI 49506

April 11, 2025

Quote: 240541

Subject: Sound Curtains for Manhattan Park Pickle Ball Courts

Dear Derek,

We are pleased to offer the following quotation to furnish and install sound control curtains for the Manhattan Park Pickle Ball Courts project per your request.

Curtain Size: 54" wide x 96" tall with mounting grommets top and bottom
Material Estimate: (200 linear feet x 8 feet tall)

Proposal Includes:

- Quantity fifty (50) 54" Vivid BSC EXT Panel
- 1 Inch thick ACP faced quilted fiberglass absorber on both sides
- 1 LB PSF Non-reinforced barrier septum
- Panels Fabricated with stainless steel grommets along top & bottom
- Mating exterior-grade vertical Velcro seals
- Sewn with Gore-Tenara thread

Net Price for Materials, including freight charges, ... \$ 27,967.00

Net Price for Non-Union Installation Services..... \$ 8,410.00

Note: Materials require fencing to support panels. Fencing is not included in this proposal.

Lead-time: 6 to 7 weeks for shipment

Note: Sales tax is not included. Prices are firm for 30 days. Terms: 35% due with purchase order.
Materials are invoiced upon shipment. Installation is invoiced upon completion. All payments are Net 30 days.

Respectfully Submitted,

David Rozema

Sales Engineer

WE SOLVE NOISE PROBLEMS

Allendale Michigan
Phone 269-303-9017

david@noiseproblems.com

Corporate Office

1420 E. Bristlecone Drive | Hartland, WI 53029
Phone: (262) 367-6700
www.noiseproblems.com



CITY OF
EAST GRAND RAPIDS

9

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506
(616) 940-4817 www.eastgrmi.gov

JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Jay Gianotti, Zoning Administrator
DATE: May 23, 2025

RE: Request to Authorize Distribution of the Draft Master Plan Update

Action Requested:

That the City Commission reviews and votes to authorize the distribution of the Draft Master Plan Update to neighboring communities and other agencies pursuant to the Michigan Planning Enabling Act.

Background:

The Michigan Planning Enabling Act (MPEA) provides the legal basis and requirements for all municipal master plans. Among these requirements is that a master plan shall be reviewed every five years to determine if the existing plan needs to be amended or readopted, or if a new master plan should be adopted. The City's current master plan was adopted in 2018, so a review of this plan was necessary in 2023. The City Commission conducted a work session to review the master plan at the August 21, 2023, work session. At this work session, it was reported that a majority of the goals in the 2018 master plan were met or in the process of being implemented. Following that, a discussion of potential options for a new master plan were discussed, including creating a new master plan, updating the existing master plan, or reaffirming the current master plan. With all of this presented information, the City Commission decided that an update to the 2018 Master Plan was the most appropriate course of action. Since then, the City has been working with City Planning Consultant Paul LeBlanc of PLB Planning Group to prepare an update to the City's master plan. Tonight, Mr. LeBlanc will be presenting and discussing the draft master plan. A copy of the draft master plan update is included with these materials. Following this presentation, the City Commission will be asked to vote to authorize the distribution of the draft master plan for review and comment.

Before discussing the draft master plan, some background on the activities leading up to this point may be helpful. As part of the approved scope for this work, the master plan update was planned to refine community goals, analyze recent demographic/housing data, and prepare specific plans for four planning subareas including:

- Gaslight Investors PUD site/ Gaslight Village Plaza
- Greenwood/Lakeside neighborhood
- St. Stephen's church/school site
- Northwest Wealthy neighborhood (originally referred to as Easttown neighborhood)

The process of preparing the draft plan update officially began approximately 15 months ago. During that time, the Planning Commission has been actively engaged with City staff and our planning consultant in the preparation of the updated Plan providing direction, reviews, and input. To date,

there have been five work sessions to discuss and get input on all aspects of the draft plan update. Community engagement has also been an essential component of the process through the following:

- A project website was created to disseminate information and engage the public.
- On-line survey through the master plan update website and publicized throughout the City. To date, over 600 responses representing nearly 16% of all households have responded, providing valuable insight regarding community-wide concerns and assets.
- Comment links on the project website were attached to each of the four subarea pages, providing an opportunity for specific thoughts regarding each individual area and reaction to potential development concepts.
- Meetings with residents of three of the subareas: Gaslight Village, St. Stephens, and Northwest Wealthy.

In April, the Planning Commission reviewed and discussed the first draft of the updated Master Plan. Several changes resulted from that session and were incorporated into a second draft that was reviewed at the May meeting. After discussing the revised document, the Planning Commission formally recommended that the City Commission approve the draft Plan for distribution.

The next step in the process requires that the draft plan be distributed, following authorization from the legislative body (i.e. City Commission), to all abutting communities and a variety of other agencies for review and comment. Section 41(1) of the MPEA states:

“After preparing a proposed master plan, a planning commission shall submit the proposed master plan to the legislative body for review and comment. The process of adopting a master plan shall not proceed further unless the legislative body approves the distribution of the proposed master plan.”

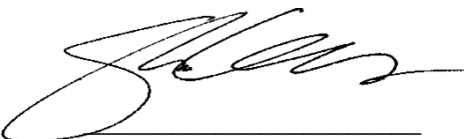
Requested Actions and Next Steps:

Tonight, the City Commission is requested to authorize the distribution of the draft master plan update to neighboring communities and other agencies. Once the City Commission authorizes the distribution of the draft plan, the mandatory 42-day comment period for the draft plan will begin. If approved for distribution tonight, the comment period would run through July 14. During this period, comments can be received from the various entities. Public input can also be submitted through this comment period.

Following the expiration of the mandatory review period, all comments will be reviewed and, if needed, revisions will be made to the draft plan. Before the preparation of the final draft of the master plan update, it may be advantageous for the Planning Commission and City Commission to meet jointly to review the comments and discuss refinements to the draft document prior to presenting it for public hearing. This would not happen until the 42-day review period has ended. Ultimately, the updated Master Plan would be adopted by both the Planning Commission and City Commission before going into effect. This would include, at minimum, a public hearing with the Planning Commission to recommend adoption of the final master plan update.

As a reminder, the master plan update website at masterplanupdate.eastgrmi.gov remains active as the clearinghouse for all information and updates on this process. Information about future meetings and updates will be posted there once details are available.

REVIEWED & APPROVED FOR SUBMISSION:



Shea Charles, City Manager



EAST GRAND RAPIDS

MASTER PLAN UPDATE 2025



Table of Contents

Introduction	1
Perspective	3
Assets and Challenges	7
Vision and Goals	11
Subareas	12
Recommendations	25

Draft

Introduction

Purpose

East Grand Rapids has a long history of proactive planning to guide the development and continued sustainability of the community. In addition to City-wide master plans, more focused plans have been regularly prepared and updated for parks and recreation, transportation, mobility, and utilities.

The most recent City-wide Master Plan was adopted in 2018. During the intervening years since then, the City Commission, Planning Commission, and staff have diligently pursued implementation of the Plan's goals and recommendations. While much has been accomplished in a few years, more needs to be done to address remaining issues, new challenges, and emerging opportunities.

As an essentially built-out City, East Grand Rapids is a stable community comprised primarily of attractive residential neighborhoods. Pride in these areas is evident by the many renovation, remodeling, and new construction projects routinely occurring throughout the City. Yet some challenges do exist and warrant focused consideration. This Master Plan update, therefore, doesn't reexamine the entire City, but builds upon the foundation created by the 2018 Master Plan as a supplement to that Plan. It focuses on specific neighborhoods that due to age, changes in conditions, or unanticipated opportunities merit more detailed attention. More recent demographic data are also incorporated to highlight changes in the City that reveal important trends and distinguish East Grand Rapids from communities locally and across the nation.

Summary of Process

Consistent with the City's tradition of transparency and community involvement, the process of preparing this update relied heavily on input from the community-at-large and the stakeholders most directly affected within the subareas. Individual interviews were conducted; an interactive project website was created; a public opinion survey was posted which received over 600 responses from throughout the City; comments were sought regarding each of the individual subareas; and neighborhood meetings were held to further elicit input as planning concepts were formulated.

Results of the public engagement efforts were shared with the Planning Commission and City Commission. During several work sessions, the Planning Commission set new planning goals and reviewed, discussed, and refined potential land use options.

Subsequently, a draft document was presented at a public hearing; further refinements were made; and the Plan was adopted by both the Planning Commission and City Commission.

Relationship with Other Plans

While this Plan update is primarily focused on specific subareas, other critical elements of the City's development, character, and services are not being ignored. East Grand Rapids continually plans for the development, expansion, and maintenance of its infrastructure. For example, every five years a new

Parks & Recreation Plan is prepared to examine the adequacy and availability of such facilities throughout the City. A *Mobility-Bike Action Plan* was adopted in 2021 identifying a list of improvements and new routes along with priorities for action. The City is also actively engaged in an on-going *Sustainability Program* toward achieving carbon neutrality for City facilities with the adoption of a Climate Action Plan. Information and recommendations from those plans have been relied on to provide guidance for this Master Plan update. Other plans, such as The Rapid's *Transit Master Plan*, were also consulted.

Perspective

Community Profile

Despite being a mature, built-out community, East Grand Rapids remains vibrant. Recent population estimates from the US Census Bureau indicate that the City has experienced nearly seven percent growth since its 2010 low, rising from 10,694 to 11,394. Increases like this are unusual for mature, inner ring cities which typically remain stable, at best, or experience population declines.

Other demographic data offer clues to this population uptick. Since 2010, the median age has steadily declined and the average household size has increased, trends that also are contrary to what has occurred in most mature cities across the nation. Younger families are moving into the community, offsetting the growth of the 65 and older population which, also contrary to national trends, is relatively low at 11 percent of the total population compared to the national percentage of 17.7 percent.

East Grand Rapids Trends 2010 - 2023				
Factors	Population and Housing Changes			
	2010	2020	2023*	% Change 2010-2023
Population	10,694	11,371	11,394	+ 6.5
Median Age	38.1	37.7	37.0	- 2.9
Persons ≥ 65 Yrs.	8.9 %	10.6 %	11.0 %	+ 23.6
Median HH Income	99,489	145,000	168,487	+ 69.4
Median Hsg. Value	249,100	409,200	502,000	+ 100.01
Median Rent	1,043	1,636	1,845	+ 77.0
Avg. HH Size	2.85	2.90	2.98	+ 4.5

* Census estimates

A comparison with other nearby, economically comparable metro area communities and Kent County adds perspective to how East Grand Rapids fares.

2023 US Census Estimate - Comparisons					
	East Grand Rapids	Ada Twp.	Cascade Twp.	Grand Rapids Twp.	Kent County
Population	11,394	14,413	19,701	18,934	661,354
Median Age	37.0	42.8	43.2	41.4	36.5
Persons ≥ 65 Yrs.	11.0 %	16.5 %	17.8 %	19.1 %	15.4 %
Median HH Income	\$168,487	\$171,047	\$133,401	\$121,328	\$79,756
Median Housing Value	\$502,000	\$532,800	\$469,600	\$420,500	\$309,900
Median Monthly Rent	\$1,845	\$2,245	\$1,739	\$1,584	\$1,270
Owner Occupancy	94.3 %	94.3 %	90.2 %	85.4 %	70.5 %
Persons/HH	2.98	2.83	2.72	2.58	2.56

These data show that East Grand Rapids has a:

- younger population than the other communities and comparable to Kent County
- greater household size than the other communities
- much lower proportion of 65+ residents than all, including Kent County
- very high proportion of owner-occupied dwellings, tied with Ada
- median income second to Ada and substantially higher than all others
- median housing value and monthly rent higher than all, except Ada

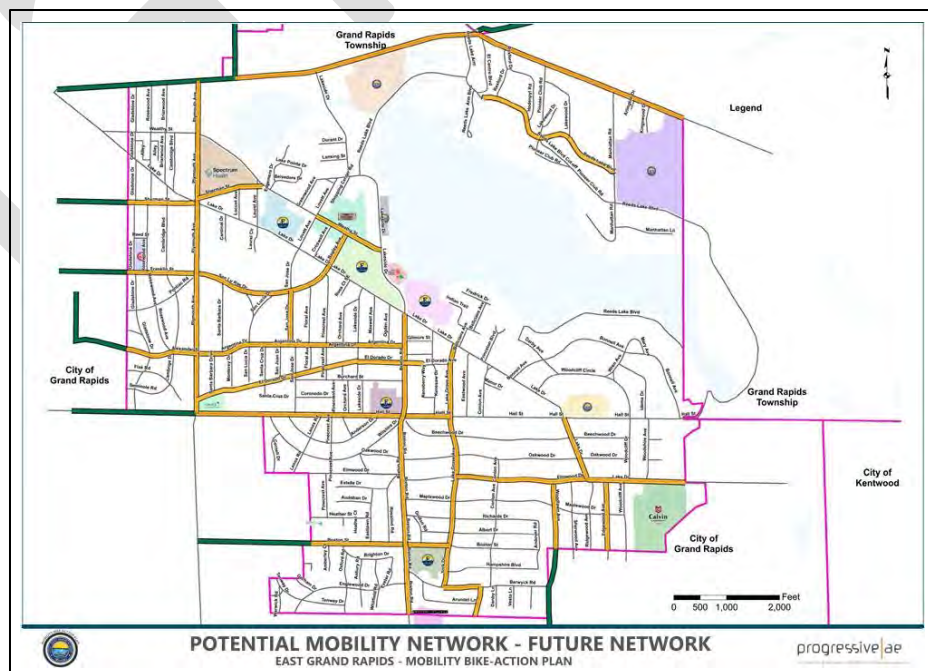
These data run counter to a common perception that East Grand Rapids is an aging community unable to attract and keep young families. It is also worth noting that the three comparison communities are townships with substantial land area available for new development, with large areas devoted to commercial and employment offerings, and served by highly regarded school systems – factors that would typically attract young families. The reputation of the East Grand Rapids school system and the “walkability” of the City are likely reasons for the EGR’s continued attractiveness to younger families.

Infrastructure

East Grand Rapids has an established infrastructure of facilities and services supporting its resident population and business center. The availability of such facilities and services is important to the vitality, sustainability, and desirability of the community and has been cited among the main reasons for living here.

Mobility. Widely known for its walkability and active lifestyle, the City boasts a network of sidewalks throughout most of its neighborhoods and is actively expanding its accommodations for bicyclists and other non-motorized enthusiasts via designated bike lanes and expanded pathways.

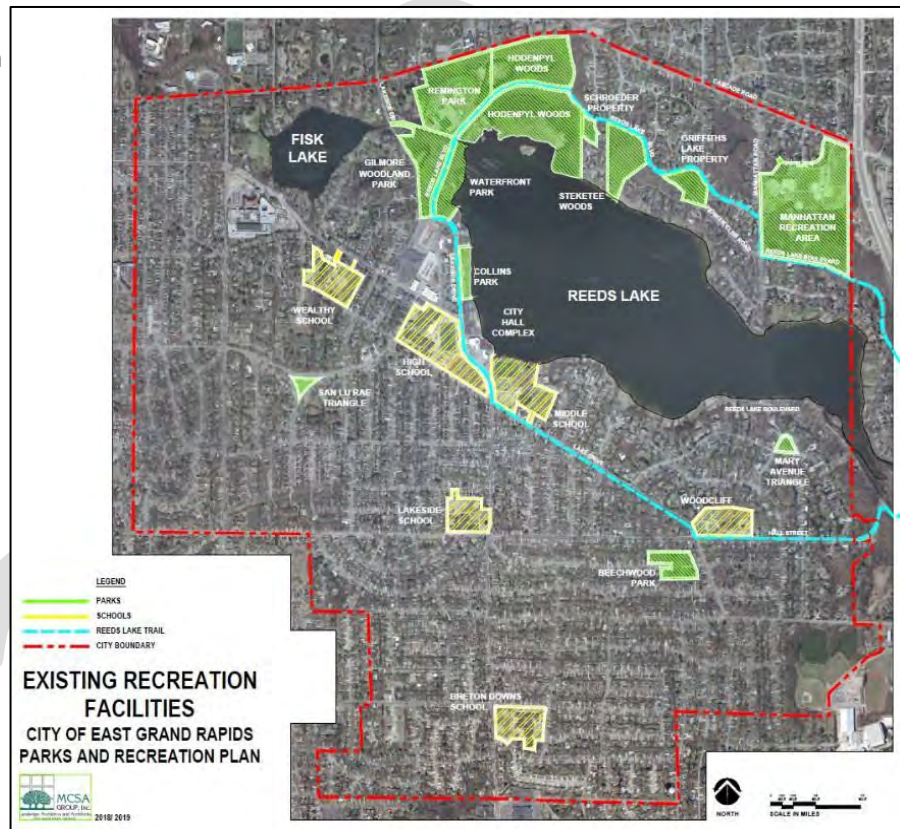
However, while those seeking an active lifestyle have many options from which to choose, accommodations for those with physical disabilities or age-related disorders may not be as widespread. It is essential that barriers to navigating the pedestrian environment, including obstacles, uneven surfaces, street crossings,



slopes and ramps, continue to be addressed to increase safety and expand mobility opportunities for all.

Transit service offers another mobility option to commuters, shoppers, and students. The Rapid serves the City with two bus routes, one of which follows Breton and Wealthy Street through the Eastown neighborhood and Gaslight Village. The other route serves the southwest quadrant of the City along Breton, Boston, Plymouth, and Hall Streets.

Recreation. Parks, playgrounds, ball fields, open spaces, and natural areas abound offering a full range of leisure pursuits. Some facilities are in conjunction with the City's schools, while most others surround Reeds Lake, which is in itself a valued recreational and scenic amenity. While there is a relative abundance of these facilities, they tend to be concentrated in the City's northeast quadrant. Except for the playgrounds, courts, and ball fields available at the various schools, no city parks are found in the western third of the City and only one is located in the City's southern half.



Schools. The East Grand Rapids school system ranks among the top 25 school districts in the State of Michigan and is a major draw for many residents. Campuses for both the high school and middle school are located in the heart of the City close to the Gaslight Village business district and Reeds Lake. Three elementary schools are dispersed throughout the community.

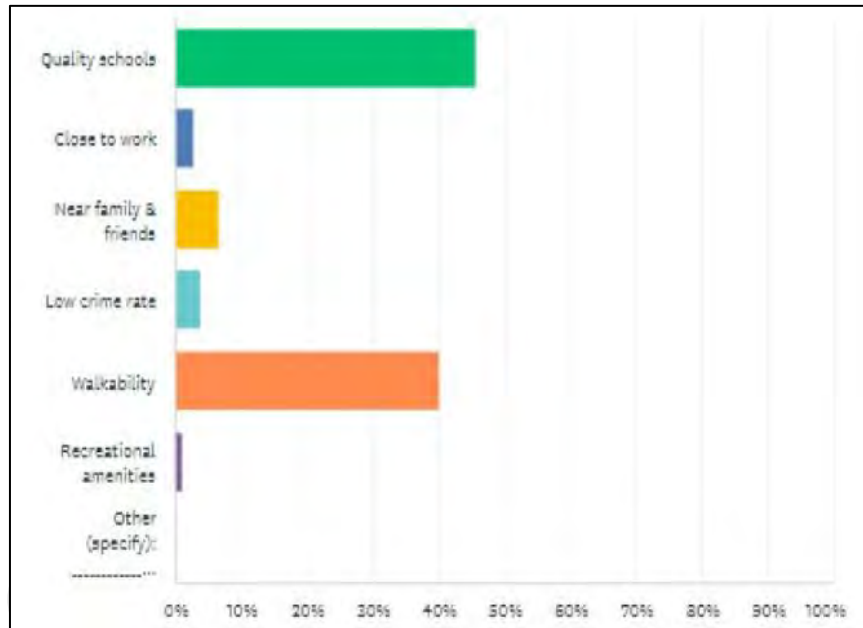
According to the community opinion survey conducted for this Plan update, quality school system ranked as the number one reason why people chose East Grand Rapids as their place of residence.

Community Engagement

Over 600 people from throughout the City, responded to the opinion survey on the Master Plan website. Additional opportunity was available to offer comments specific to each of the four individual subareas identified in the planning effort. Potential redevelopment options for two of those areas were also posted to elicit further comments and ideas. That input is discussed in the Subarea Chapter.

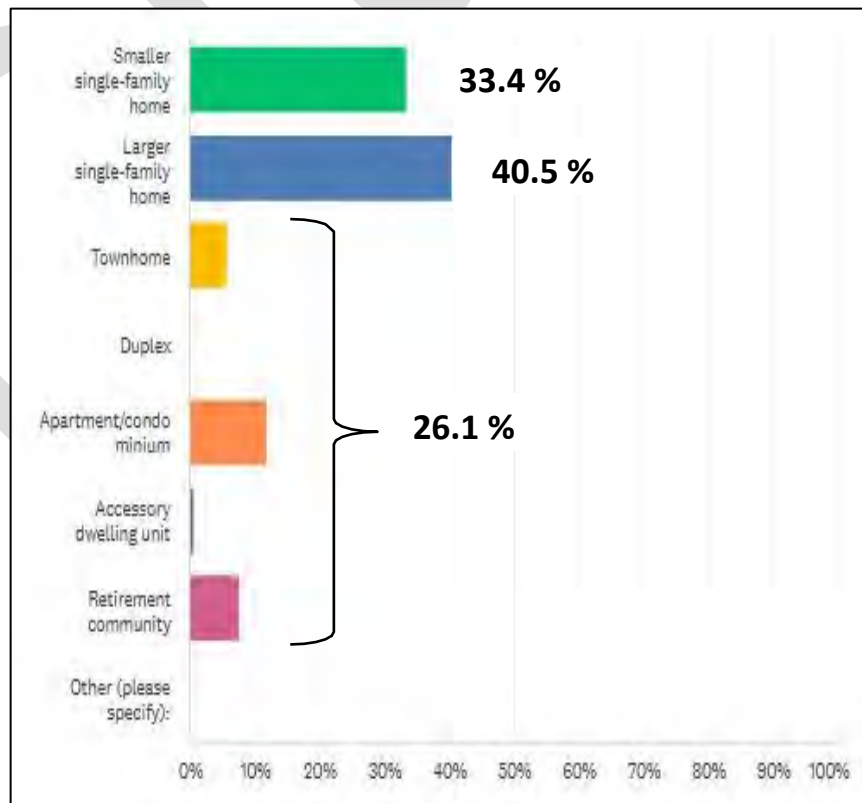
In the community survey, when asked why residents chose to live in East Grand Rapids, the most frequent responses, not surprisingly, were “schools” and “walkability”. Similarly, the most prized qualities were “community”, “schools”, “walkability”, and “safety”.

However, when asked what residents liked least about the City, in one form or another “taxes”, “housing cost”, “traffic”, and “lack of diversity” were cited most frequently. The most serious issues, in order of ranking, were: “cost of housing”, “enforcement of traffic laws”, “lack of nearby shopping and services”, “property maintenance”, and “lack of housing options”.



Despite the level of activity in Gaslight Village, respondents described the district as “tired” and “lacking shopping opportunities”. They also identified businesses that are desired. The top five were: “high-quality sit down restaurant”, “coffee shop”, “pharmacy”, “hardware store”, and “clothing store”.

When asked what type of housing the respondent would choose if they moved from their current residence, two-thirds (66.6 percent) chose “smaller single-family home”, “townhome”, “apartment or condominium”, “accessory dwelling unit”, or “retirement community”. More than one-quarter (26.1 percent) of all respondents would seek options other than a single-family home. However, approximately 44 percent of all respondents stated they would move out of East Grand Rapids if they left their current residence, citing “taxes” and “children no longer in school” as the two principal reasons.



Assets and Challenges

East Grand Rapids enjoys an enviable reputation as a vibrant residential community whose many assets create a healthy, safe, small town environment.

The opinion survey conducted in conjunction with this planning effort confirmed the importance of some of the City's strengths and identified others. Among its most notable assets are its schools, ranked in the top 25 school systems in Michigan. In the opinion survey, "quality schools" was cited most often as the reason for living in EGR.

Ranked next behind schools as the main reason for living in the City, "walkability" came in a close second. This is easy to understand when considering the network of sidewalks found throughout the City and the pathways and trails within City parks and open spaces. On any given day people can be seen in all parts of the community walking dogs, strolling with friends, accompanying children to school, and running.

While the sidewalks and pathways provide the infrastructure for walking, the neighborhoods themselves create the inviting environment. Neighborhoods are typically characterized by mature, well-maintained homes (some dating from the early 1900s), tall trees lining the streets, and manicured lawns.

Other attributes that enhance the quality of life and make East Grand Rapids distinctive include the two lakes that occupy much of the northern part of the City. Reeds Lake, in particular, is a unique feature in the heart of the community, offering recreational opportunities, remarkable views, space for public events, and a tranquil place to relax. Located nearly adjacent to Reeds Lake, the Gaslight Village business district offers a variety of shops, restaurants, and services in an inviting and walkable setting. The proximity of Gaslight Village to Reeds Lake and its adjacent Collins Park also creates a reciprocal relationship that encourages mutually supportive interaction between the two destinations.

Though the City possesses many attractions, like other communities it is not without its challenges. Frequent concerns expressed by the public and from analysis of available data include:

Housing Cost

Understandably, the cost of housing in the City is a significant concern as it is throughout the country. According to the most recent estimates released by the US Census Bureau, the median housing value in East Grand Rapids in 2023 was \$500,200, a 100 percent increase from the 2010 value of \$249,100. In contrast, Kent County's median value in 2023 was less than two-thirds that of the City's (\$309,900 vs. \$500,200) and only increased by 28 percent from 2010.

In addition, many survey respondents noted that moving to another home within East Grand Rapids was not an option due to the escalated property taxes that would result when a home is sold and reassessed.

Traffic Safety

As a predominantly residential community, the creation of any major thoroughfares through East Grand

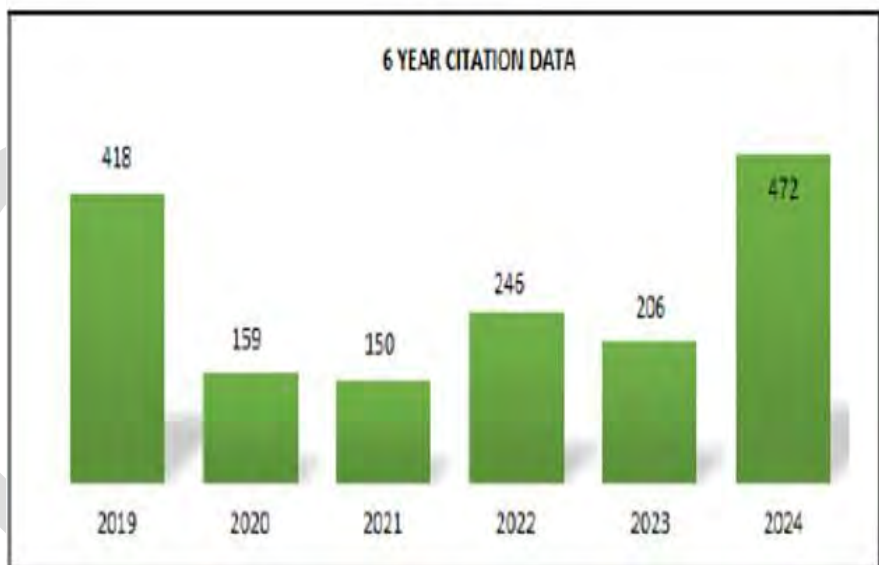
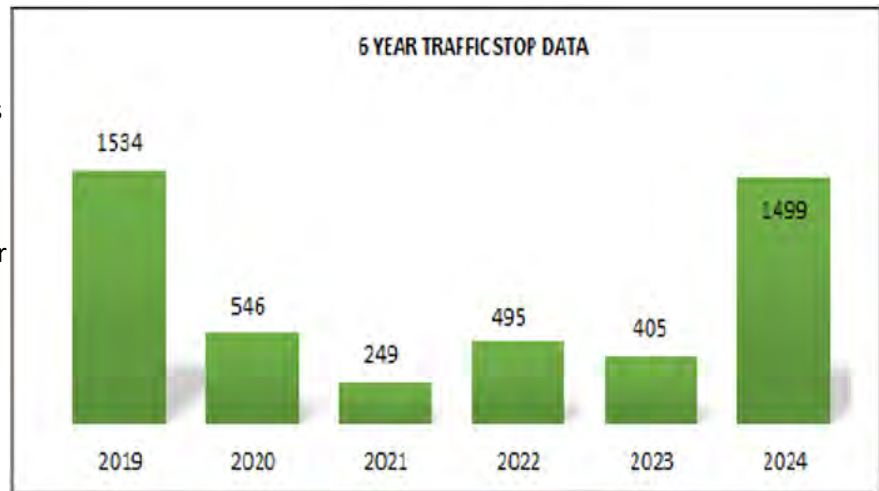
Rapids has been avoided. Speed limits are set at 25 mph and streets are confined to two lanes with a few exceptions at major intersections. However, frustration was repeatedly expressed by survey respondents with the perceived lack of enforcement of speed limits and the conflicts between vehicles and pedestrians/cyclists.

The City administration has responded aggressively to this enforcement issue. Traffic stops and citations have increased substantially in the past year following a four-year decline. A major reason for this is related to the COVID pandemic. During the pandemic traffic stops and citations dropped off substantially because of personal contact guidance and efforts by Kent County to minimize the jail population. Arrests for minor issues related to traffic stops were discouraged. The accompanying charts illustrate the dramatic change in traffic stops and citations between 2019 and 2024.

An ambitious program of expanding bike lanes and pathways is also being instituted throughout the City to improve mobility and increase safety.

Recommendations from the Mobility-Bike Action Plan are being implemented to expand the network of enhanced facilities for all road users. To accomplish this, a shift from low utilization/convenient on-street parking will need to give way to a focus on dedicated facilities for bikes. The city has already implemented several bike network changes including dedicated bike lanes, advisory bike lanes, and a shadow network. Efforts to build out the remaining network that was called for by the community is underway.

Other measures designed to accommodate non-motorized traffic and reduce conflicts are being explored. One example is in the Gaslight Village business district where the planned mixed-use development of the former Ramona Medical Center property would separate internal bicycle routes from streets, integrate designated pedestrian and bicycle routes with existing routes in and around the business district, and provide connectivity with abutting properties.



Commercial Opportunities

While the Gaslight Village business district appears to be thriving, many survey respondents cited the need for more options. A desire for high quality sit-down restaurants was frequently expressed. Breakfast and lunch restaurants were also noted as desirable. Additionally, pharmacy, convenience, hardware, and clothing retailers ranked high among the requested businesses. Added commercial space in the proposed planned development is expected to address such expressed needs. Even current merchants have voiced a desire to have more businesses in the district to draw additional visitors.

Another often-cited concern focused on the existing Gaslight/D&W Plaza and its relationship to the remainder of Gaslight Village. Despite the fact that D&W is a significant anchor store and the 200 plus space parking lot serves the entire business district, public sentiment favors improvement. The Plaza's suburban strip center character was frequently noted as being out of place, as is the expansive parking lot fronting Wealthy Street. Many respondents commented about the "tired" image of the plaza in general.

Lack of Diversity

Many survey respondents perceive East Grand Rapids as lacking diversity in two ways that are, in part, interconnected...socio-economic and housing. Frequent social comments included terms such as "entitled, homogeneous, pretentious, insular, and elitist".

With respect to housing, the opinion survey showed that over one-quarter of all respondents would choose a housing type other than a single-family home. Condominiums, townhouses, senior living, or apartments were cited as their next residence. However, nearly half of the respondents said they would move out of the City, citing children no longer in school, taxes, housing affordability, and/or unavailable housing options as the reasons for such a decision.

Age of Housing Stock

In addition to the lack of alternative housing choices, the City's housing stock is old. According to the US Census estimates, 69 percent of all housing in the City is at least 65 years old and more than a quarter of all units (27.4 percent) were built prior to 1939. Only six percent of the housing in East Grand Rapids was constructed since 2000.

This may account for the ranking of "property maintenance" as the fourth most significant concern according to survey respondents. As an essentially built-out city, East Grand Rapids has no large expanse of open land to accommodate new development. The continued availability of quality housing will rely on individual home improvement to upgrade and repair existing homes and modification of zoning regulations to allow infill and conversion to other residential options.

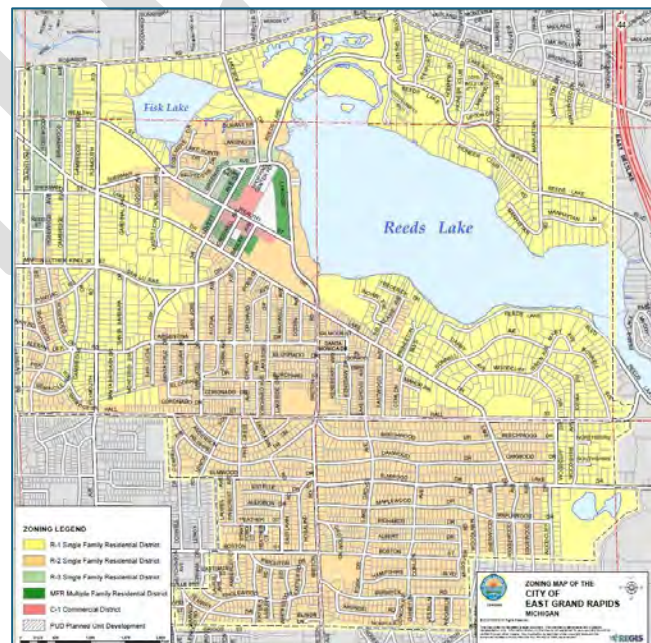
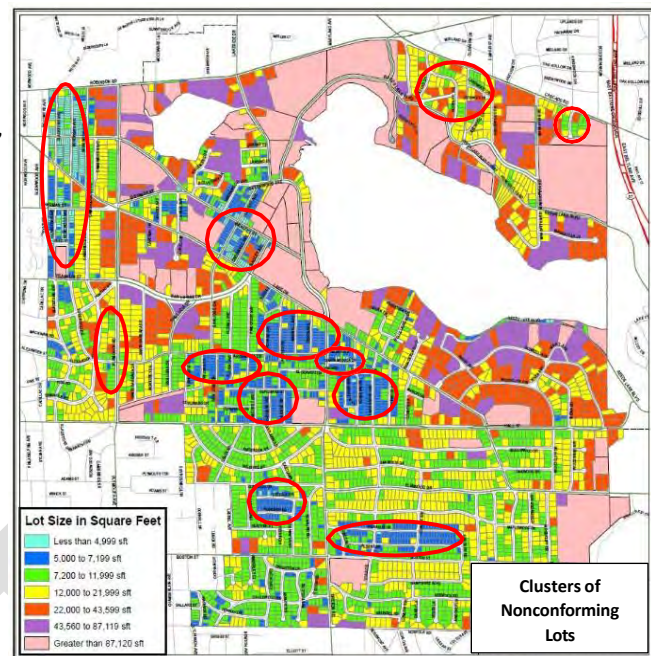
Nonconforming Conditions

Many of the City's established neighborhoods were created long before any zoning regulation. In some areas, consistent with the trends of the times, homes were built on lots as small as or even smaller than 4,000 sq. ft. When zoning was eventually introduced, even the smallest required minimum lot size

(5,000 sq. ft.) was larger than many of those pre-existing lots, making them nonconforming. Nearly all lots in some neighborhoods still remain nonconforming.

While nonconforming lots are occupied by homes, they are subject to limitations not applicable to conforming lots. For example, the maximum allowed height of buildings is less than the height permitted on conforming lots. Due to their size, limits on the maximum coverage for buildings and pavement make it difficult, if not impossible, to have a garage, accessory building, or patio on nonconforming lots.

The accompanying maps illustrate the significant concentrations of nonconforming lots throughout the City and the existing zoning.



Vision and Goals

Vision

East Grand Rapids will continue to be a highly desirable residential community. Its long-term sustainability will be maintained through an excellent school system, ongoing investment and enhancements in the Gaslight Village business district, a variety of housing options for current and future residents, ample preserved open spaces and parks, a comprehensive network of trails and pathways for bicycle and pedestrian travel, and superior public services.

Goals

The findings and recommendations of this Plan supplement are consistent with and intended to support the goals of the 2018 Master Plan. The overarching theme for these goals is to support the Plan's vision and retain the viability of the City's distinct neighborhoods. Many of the goals listed below and in the 2018 Master Plan are aligned with goals more fully addressed in other City plans such as the Mobility/Bike Plan, Parks & Recreation Plan, and Climate Action Plan for City operations.

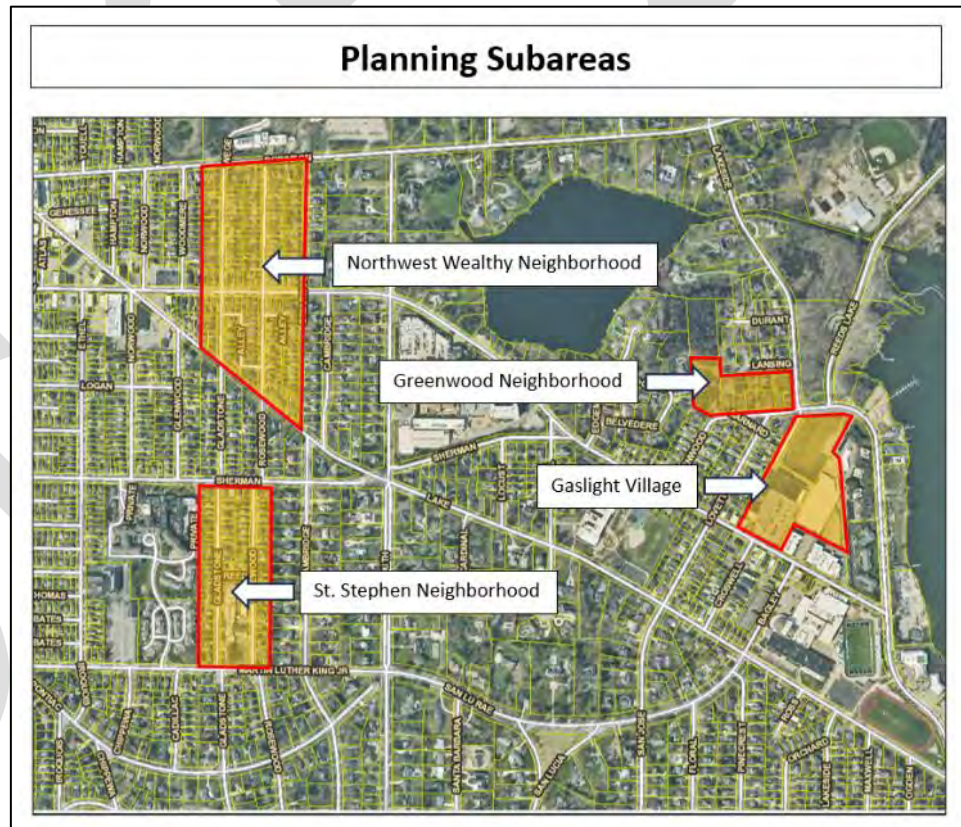
- Increase the variety of housing options available in the City to accommodate aging-in-place, new families, and young professionals at an attainable cost.
- Expand the network of trails, pathways, and designated lanes throughout the City for biking, walking, and running to create a "complete streets" mobility system.
- Achieve universal accessibility throughout the City for those persons with mobility challenges.
- Provide public spaces in Gaslight Village for social interaction and community events.
- Enhance the image and vitality of Gaslight Village by promoting additional events, screening parking lots, encouraging more businesses, and promoting a walkable environment.
- Preserve the City's attractive, desirable neighborhoods through enforcement of property maintenance regulations; prompt repair of streets, sidewalks, and other infrastructure; and routine patrols by public safety officers.
- Strive to achieve carbon neutrality within East Grand Rapids for City operations by 2040.

Subareas

The City's 2018 Master Plan addressed some localized issues but is mainly a plan for the community as a whole. Many of the recommendations found in that Plan have been implemented or are currently being worked on, while others remain on the "to-do" list. Therefore, this Plan is a supplement to the 2018 Plan and is more narrowly focused on a few specific areas of the City. Four subareas were selected for a closer look based on their existing character, age, proximity to other uses, susceptibility to external influences, and/or current mix of uses.

Except for the Gaslight Village subarea, these are primarily mature residential neighborhoods, each with its own character and attributes. Each subarea is described on the following pages.

Two of the subareas, Gaslight Village and St. Stephen, include conceptual development plans. No individual concept is being singled out and recommended. They are presented as illustrations of what could be done consistent with the goals of this Plan and addressing comments offered by those who participated in the opinion survey and attended neighborhood meetings. Any future development in either area is subject to the desires of the property owner, the feasibility of the use, and zoning approval by the City.



Gaslight Village

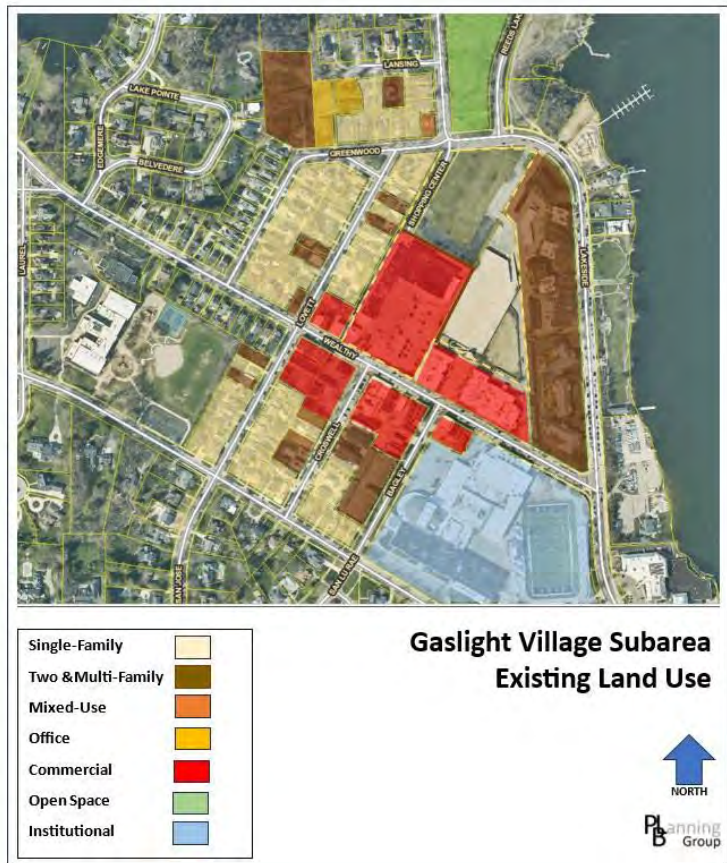
Existing Conditions. The center of activity in the City is a vibrant mix of retail, restaurants, offices, lakefront park, pathways, municipal services, schools, and residential options clustered around the Wealthy Street/Lakeside Drive intersection. Activity abounds throughout the “village” as residents and visitors shop at the many unique stores, enjoy a variety of dining options, relax in Collins Park, cast a lure on Reeds Lake, and walk their dogs or ride their bikes along the Reeds Lake Trail.

Surrounding the commercial core is a mix of homes, condominiums, and apartments. This is also where the last remaining undeveloped parcel of significant size is found in East Grand Rapids. Once occupied by an amusement park and later by a medical clinic, parking deck, and department store, the roughly eight and a half acre vacant site has been the subject of various redevelopment proposals since 2004. Two commercial buildings totaling approximately 77,000 square feet have been developed along the Wealthy Street frontage. However, the remainder of the property awaits development. This site also wraps around the northern and eastern side of an existing retail shopping center, Gaslight Plaza.

The shopping center was developed in 1958 on about 3 acres. It followed the prevalent development model of that period for shopping centers, setting the

“L-shaped” building back from the street and creating a large parking lot in the foreground. While the center is successful and contains the City’s only grocery store, its suburban design is out of character with the pedestrian-oriented business district that surrounds it.

Business owners generally give high marks to Gaslight Village for its variety, charm, and level of activity. However, like “downtown” merchants elsewhere, there is an expressed concern about parking. While this is often a matter of perception, to the business owners it can be very real. The 2018 Master Plan included a parking study which concluded that parking was sufficient. However, the loss of the two-story parking structure coupled with the recently proposed development of the remaining vacant acreage will warrant another look.



The availability of a large parcel within Gaslight Village, as well as the presence of the Gaslight Plaza, anchored by the City's only grocery store, represent opportunities and challenges for the community. Approximately 20 years ago, the currently vacant property was acquired when the former Jacobsen's Department Store was closed. A mixed-use development proposal consisting of residential, office, and commercial uses was approved by the City. However, only the first phase, consisting of two buildings along Wealthy Street, was constructed prior to an economic downturn that halted continuation of the project. In subsequent years, revised plans were presented, though each time unanticipated events (COVID, high interest rates, recession, construction costs, market conditions, etc.) impeded moving forward. In 2024, a new mixed-use plan was submitted for the site. While the proposed uses have been agreed to in general, details regarding access and circulation, parking demand, and public amenities remain to be worked out.

The other component of this subarea is the Gaslight Plaza. Essentially a shopping center within the broader business district, the Plaza has been part of the community for decades. Several small businesses are located here, as well as the D&W grocery store. The foreground of the Plaza is an expansive parking lot along Wealthy Street accommodating customers for the shopping center and other businesses. Regardless of its success and importance in drawing customer traffic to the entire business district, the Plaza is essentially a suburban strip center in the midst of a downtown. While most other businesses in the Village about the adjacent sidewalk and parking is either hidden behind buildings or lines the streets, the Plaza parking lot dominates the frontage.



Despite its prominence in the community, the business district lacks a sense of arrival on its western edge at Wealthy and Lovett Street. The stately residential neighborhood west of Lovett abruptly ends and changes to a main street lined with businesses and parked cars. Some form of announcement of entry into the business district at this juncture could soften the transition.



Neighborhood Input.

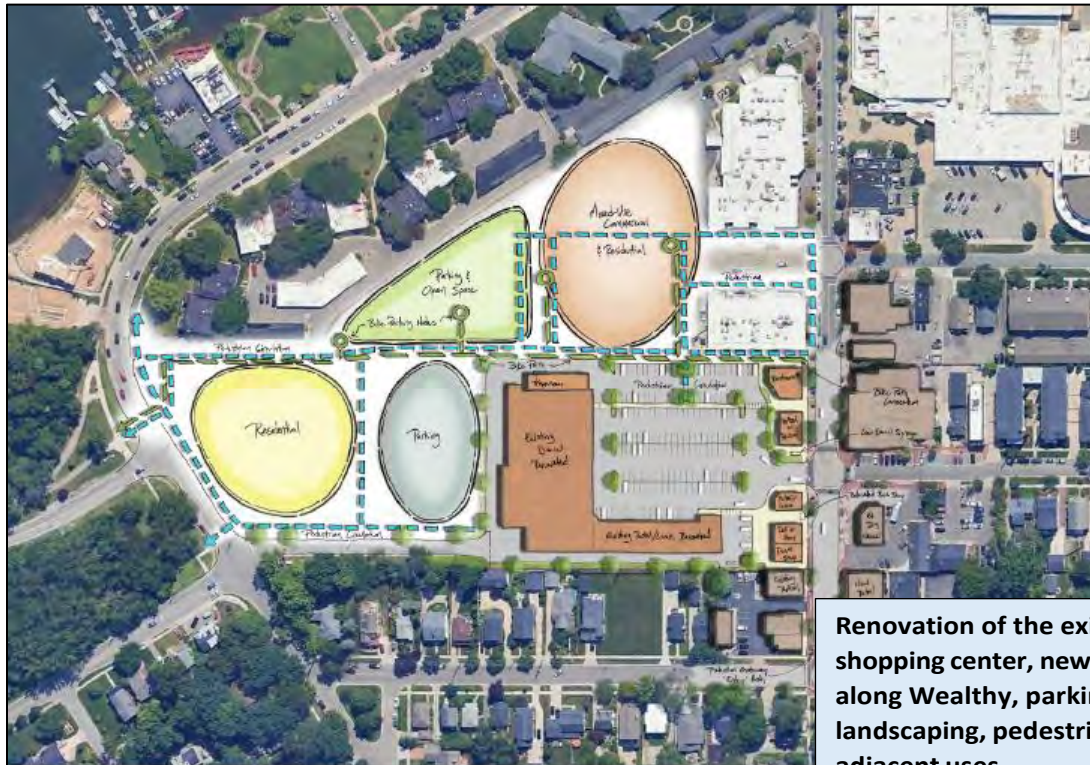
In 2024 a revised plan was presented to the City for development of the remaining eight-plus acre vacant site north and east of the Gaslight Plaza. Similar to the original mixed-use development approved 20 years earlier, the new plan proposed more dwelling units as well as more residential options along with increased commercial space and revisions to the interior access and circulation system. The proposal generated almost immediate response from the community – both in support and in opposition.

Much of the comment was in the context of the broader business district. While many persons expressed support for the development and the resulting availability of more commercial space and additional housing opportunities, others were opposed to the scale of some buildings and the impact on traffic and parking.

Relative to the overall business district, traffic congestion was identified as a significant issue. Linked to traffic was concern about conflicts between vehicles and cyclists or pedestrians. This prompted many suggestions to separate vehicular and non-motorized traffic to reduce congestion and improve safety. Other comments proposed more public spaces within the business district for events, relaxation, and visual appeal. The image of the Gaslight Plaza was also the subject of several comments noting the need for physical improvements to the building and screening for the parking lot.

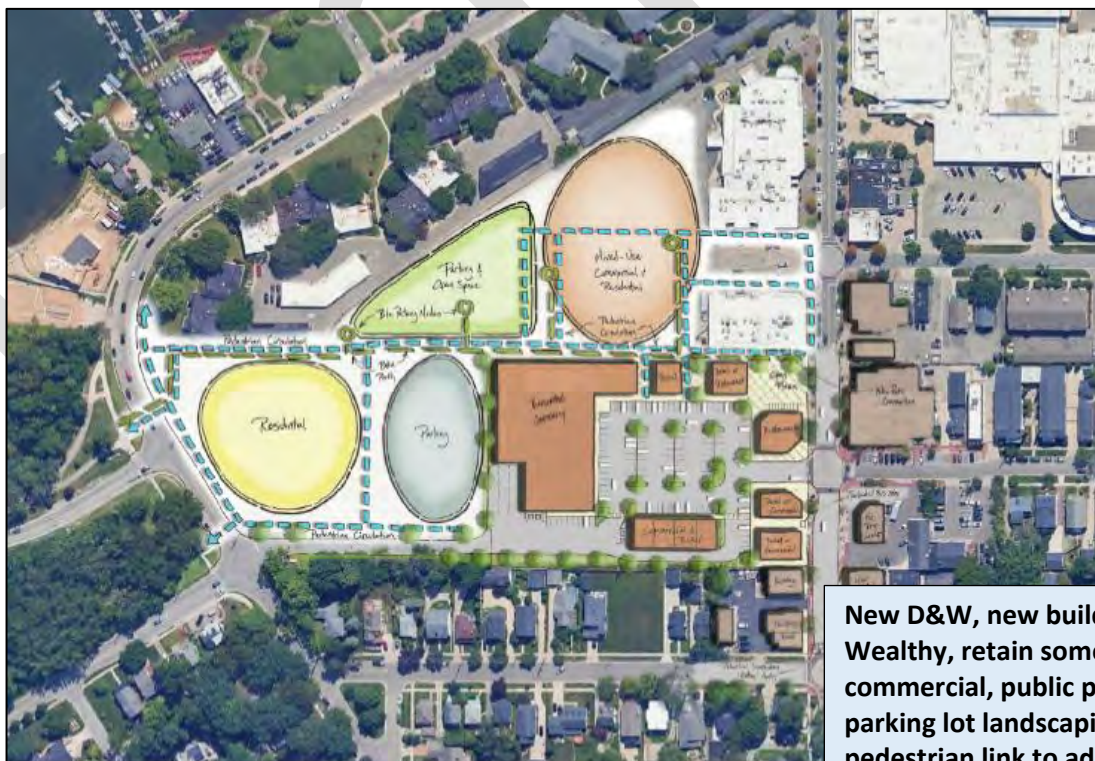
Potential Changes.

Future plans for the vacant site adjacent to Gaslight Plaza have been presented to the City and are undergoing review. Therefore, pending approval of a conceptual layout for that site, only a very schematic layout is shown to illustrate the desired integration of that new development with future changes to the Gaslight Plaza. The attached concept sketches illustrate several possible and desirable scenarios based on input from the community and the goals of the Master Plan. Key elements to all are the retention of the grocery store, addition and/or replacement of commercial space, creation of prominent public open space, retention of parking, connectivity with the future adjacent development, visual enhancement of the Wealthy Street frontage, and gateway identity. No one concept is being advocated over another. All are dependent on the owners of the Plaza and of the individual businesses within the shopping center.



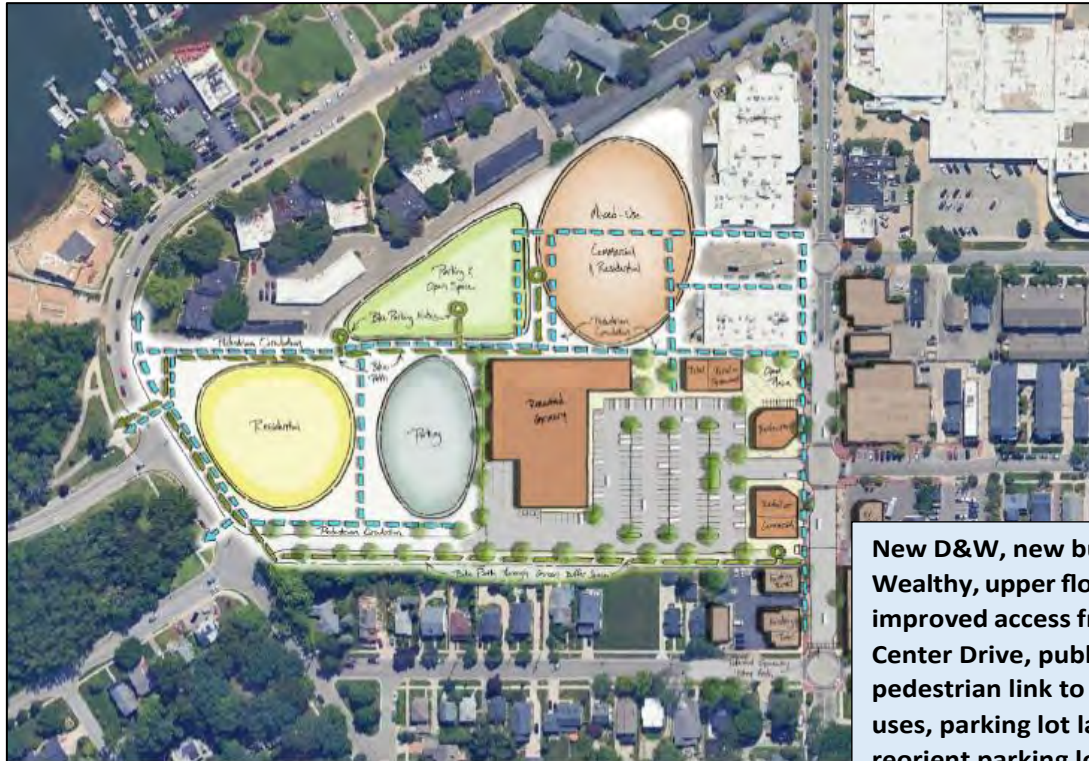
Renovation of the existing shopping center, new buildings along Wealthy, parking lot landscaping, pedestrian link to adjacent uses

Future Master Plan - Concept A
Gaslight Village Neighborhood- East Grand Rapids, Michigan

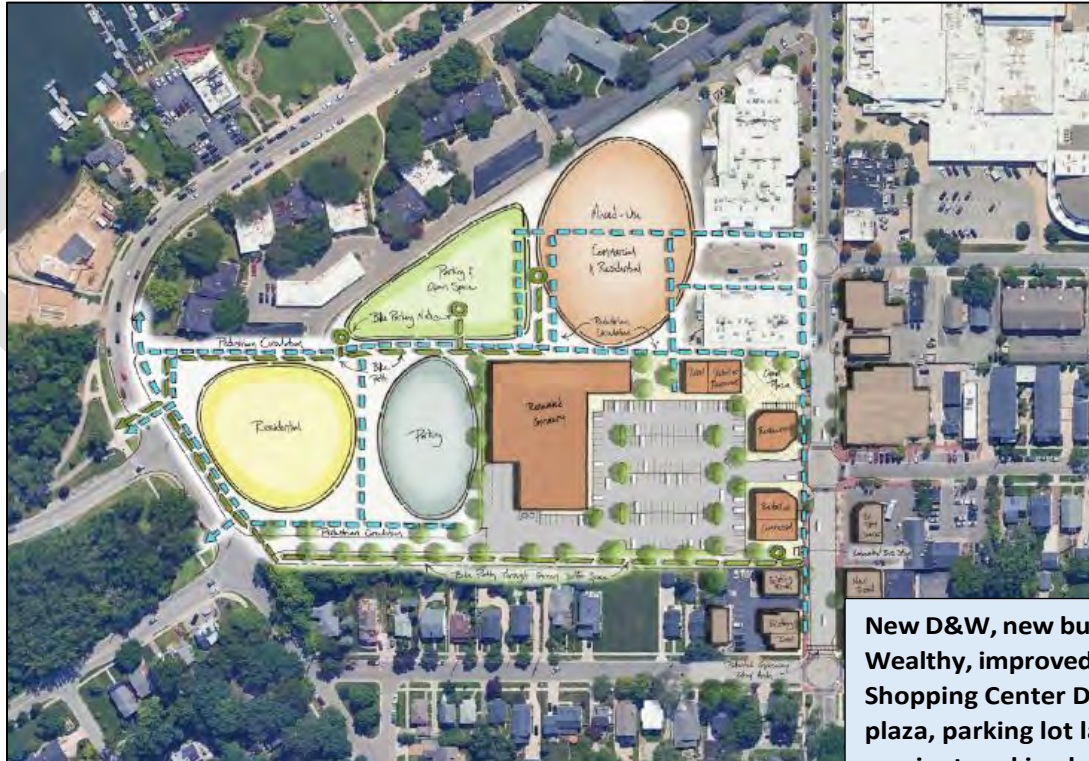


New D&W, new buildings along Wealthy, retain some current commercial, public plaza, parking lot landscaping, pedestrian link to adjacent uses

Future Master Plan - Concept B
Gaslight Village Neighborhood- East Grand Rapids, Michigan



Future Master Plan - Concept C-1
Gaslight Village Neighborhood- East Grand Rapids, Michigan



Future Master Plan - Concept C-2
Gaslight Village Neighborhood- East Grand Rapids, Michigan

Greenwood Neighborhood

Existing Conditions. Located just northwest of the Gaslight Village subarea, this small, well maintained neighborhood dates back to the early 1900s. Many of the early homes remain, others have since been replaced. Stately trees dot the neighborhood adding to its character. For decades, however, the neighborhood has contained a mix of other uses, including professional offices, retail, and multiple-family. The largest of these is a cluster of townhomes at the west end of the subarea. Three office buildings occupy the property immediately east of the townhomes. A mixed-use office/residence sits at the northwest corner of Lakeside Drive and Greenwood Avenue and a two-family dwelling is located on Lansing Street in the center of the otherwise single-family neighborhood.

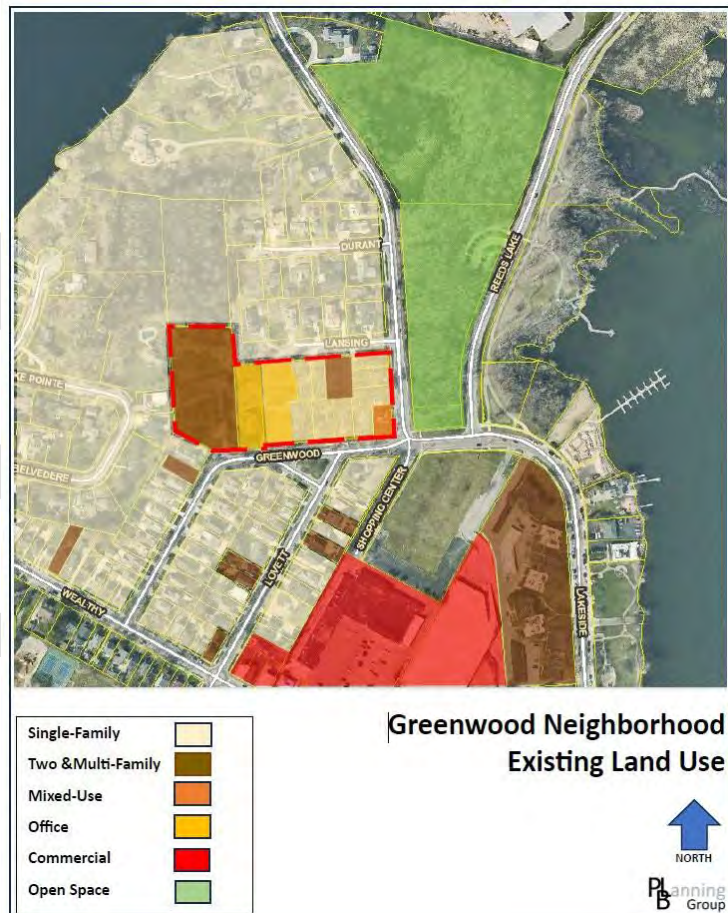
A range of uses also surrounds the neighborhood – mostly single-family homes to the north and west (plus a tract of vacant city-owned property), single- and two-family residences to the immediate south, and expansive city-owned open space to the east. Just to the southeast lies a portion of the vacant property proposed for mixed-use development as part of the City's Gaslight Village commercial core.

Typical of development patterns in the early to mid-1900s, the mix of uses within the neighborhood has existed for decades. One current office building even predates several homes in the neighborhood. In terms of area, there is a near 50/50 balance between single-family homes and other uses.

Neighborhood Input. Despite the neighborhood's current and long-standing variety of residential and nonresidential uses, most residents object to any further intrusion by non single-family homes. A few even suggest phasing out the existing offices, condos, and rental units to replace them with traditional homes. While a few individuals suggest that a mix of uses, especially residential variety, is desirable, the predominant sentiment is opposed.

Other expressed concerns relate to traffic and the safety of pedestrians (especially children) and cyclists. Enforcement of traffic laws, adding sidewalks in certain locations, and reconfiguring perceived dangerous intersections are among other frequent suggestions.

Potential Changes. On the face of it, this is clearly a mixed-use neighborhood. Its proximity to Gaslight Village and the mixed-residential neighborhood along Lovett, coupled with the existing office and multi-



family uses within the neighborhood, make it well-suited as a transition area between the current and anticipated uses to the south and the larger neighborhoods to the north. Based on the proposed plans for the expansion of Gaslight Village southeast of the neighborhood, the future use along Lakeside Drive would be residential in the form of a row of townhomes, complementing the already established land use pattern.

At the present time, considering the anticipated mixed-use development to the southeast, any change to the Greenwood neighborhood seems premature. There is no immediate challenge that necessitates a change to its current character and variety of long-established uses.

St. Stephen Neighborhood

Existing Conditions. Located at the western edge of the City, this predominantly single-family area surrounds St. Stephen Catholic church and school built in 1924. At the time of construction, the neighborhood was new and growing. Today the streets are lined with attractive, well-maintained single-family homes. However, while the church remains active, declining enrollments and shortage of teachers prompted the recent closing of the elementary school.

Currently, only about 20 percent of the school building is occupied by non-profit organizations who use the space intermittently two or three days each week. Fuller use of the space and the property is desired.

While the St. Stephen property is surrounded on all sides by homes, the homes along the west side of Gladstone Street about the boundary line between East Grand Rapids and the City of Grand Rapids. Property in Grand Rapids adjacent to those homes is occupied by the Clark Retirement Community and Clark Condominiums, a large complex of aging-in-place facilities for senior residents.

Neighborhood Input. The loss of the school disappointed many of the neighbors and concerns have been expressed about the fate of the building and its surrounding property. One nearly universal comment voiced by the surrounding neighbors is the importance of the school's play area and open space which for decades have served as a gathering place for area residents.



Opinions are split about whether the school building should be retained and occupied by some other use (ranging from institutional to residential) or should be razed and replaced with new housing or a neighborhood park. Specifically, acquisition by the East Grand Rapids Public School District has been advocated. Other expressed ideas include community day care, senior center, recreation center, or community green space/neighborhood park.



Regardless of the property's ultimate fate, there is widespread concern about on-street parking which currently is in short supply and would only worsen unless additional off-street parking accompanies whatever new use replaces the school. Concerns about density were also voiced if some form of residential use is to be developed.



Potential Changes. A complicating and potentially costly consideration affecting the future use of the school building is its physical connection to the church. In addition to sharing a wall, the two buildings share a mechanical system. Nevertheless, operating and maintaining the existing building is no doubt a costly proposition without a fuller use of the facility.

In addition to the suggestions conveyed by neighbors, the building or the property on which the building currently sits affords other possibilities consistent with the character of the surrounding area and the goals of the Master Plan. Several development concepts are shown on the following page. These are illustrative examples only. Implementation of any repurposing of the existing building or redevelopment of the site is dependent upon economic feasibility, as well as the willingness of the Diocese to allow such use(s) and the City's approval of any necessary zoning change. Note that, even where new development is illustrated, each concept includes play areas and gathering space as critical elements.



Retain existing buildings and reuse for EGR school or repurposing for day care, community center, senior housing, or other institutional use, expand playground and open greenspace

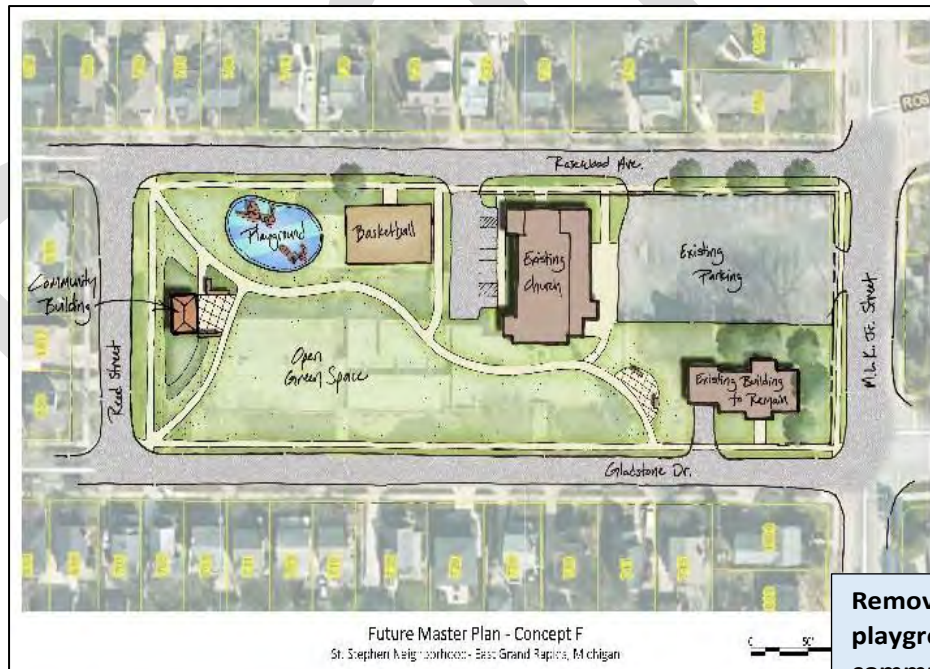
Remove existing buildings, townhouse development, on-site parking, playground, basketball court, and open greenspace



Remove existing buildings, single-family homes, on-site parking, playground, basketball court, and open greenspace



Remove buildings, townhouse development, on-site parking, playground, basketball court, and expansive greenspace



Remove existing buildings, playground, basketball court, community building, and expansive greenspace

Northwest Wealthy Neighborhood

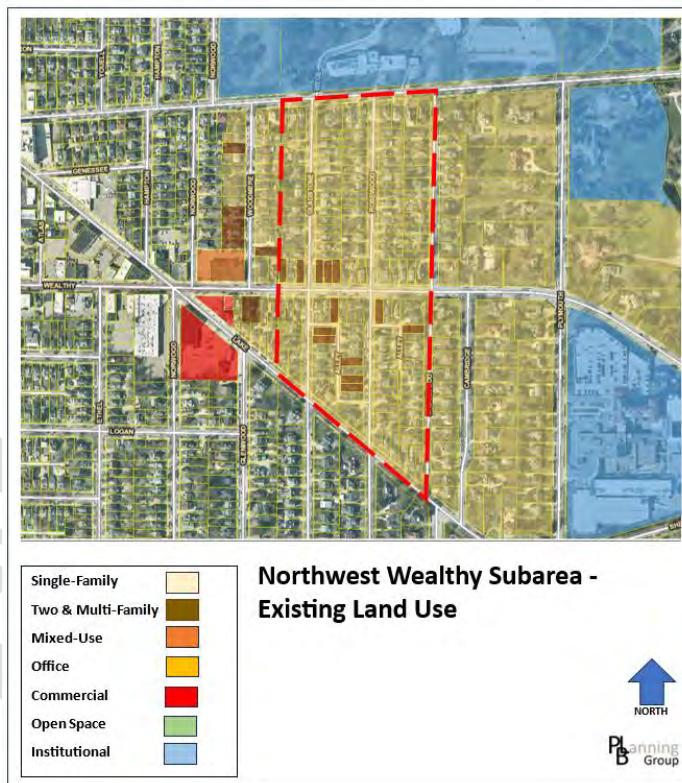
Existing Conditions. Bounded on the north by Robinson Road and the south by Lake Drive, this is one of the City's early neighborhoods. These blocks abut the City of Grand Rapids on the west, including its Eastown business district. Along the north edge is the sprawling Aquinas College campus and less than two blocks east of the neighborhood is another large institutional use, Corewell Health-Blodgett Hospital.

This is a stable, well-maintained neighborhood where most of the homes originate from the early 1900s and are built on narrow lots of less than 5,000 sq. ft. While the structures are predominantly single-family residences, two-family and multi-family buildings are found intermingled among the homes, especially south of Wealthy Street, a principal travel route serving the hospital and Gaslight Village, which essentially bisects the neighborhood. Most of these multi-unit structures, however, apparently predated zoning regulations and are considered nonconforming uses.

Neighborhood Input. Overwhelmingly, the comments from residents of this area are positive. Its proximity to shopping, parks, and open space; its character and charm; and its walkability were cited over and over. According to current residents, there are few concerns despite the neighborhood's proximity to the college and popular Eastown business district. The most frequently voiced issue related to the inconvenience created by the loss of on-street parking due to the few multi-family residences in the midst of the neighborhood and occasional events at the college. Other concerns related to enforcement of speed limits, maintenance and snow plowing of sidewalks, and proactive enforcement of property maintenance codes for rental units. The need for designated crosswalks, especially along Wealthy Street, to improve safety and accommodate the many walkers in the area was also expressed.

Potential Changes.

Due in large part to the concerns over on-street parking and maintenance of existing rental units, the potential expansion of multi-family zoning in the neighborhood is not supported, even for those properties that are already occupied by such uses. The small lot sizes also present an obstacle which could either preclude such multi-family uses due to their inability to meet minimum zoning requirements (though two-family conversions could be accommodated) or cause adjoining lots to be combined to allow construction of a new building in place of the previously existing homes.



While rezoning the existing nonconforming uses in the midst of the neighborhood south of Wealthy Street is not recommended, a less intrusive approach should be considered in support of the Master Plan goals to provide more housing options in the community. Expanding the existing MFR (multi-family) zoning district east along both sides of Wealthy Street to Rosewood plus including the one nonconforming lot at the southeast corner of Wealthy and Rosewood would limit the uses to a major corridor, create a reasonable transition from the adjoining Grand Rapids transitional zoning, remove one nonconformity, and not intrude into the heart of the neighborhood. Such a change in zoning would not automatically result in a sudden conversion of existing homes into two-family or multi-family units. Evidence of this is found in the existing MFR zoning district along Wealthy in which most of the properties have remained occupied by single-family homes. A similar change was also implemented along both sides of Lovett Street west of Gaslight Village in which the R-3 single-family residential zoning was changed to MFR (Multi-family residential). The change offered owners more options but has not resulted in widespread conversions of homes into apartments.



Recommendations

1. Explore potential options to reduce the concentrations of nonconformities related to lot size and width such as new zoning districts, amending current districts, and rezoning to existing alternate districts.
2. Consider a zoning ordinance amendment to allow administrative departures in lieu of variances for certain nonconforming conditions.
3. Review older neighborhoods and consider coverage and setback amendments in the R-2 and R-3 Residential District to allow detached garages.
4. Improve communication and outreach regarding enforcement of the City's property maintenance code.
5. Create or enhance public spaces within Gaslight Village for community events and gatherings.
6. Work with owners and tenants of the Gaslight Village Plaza to promote infill development along Wealthy street.
7. Enhance the western gateway into Gaslight Village to create a sense of arrival.
8. Expand community events in Gaslight Village and Collins Park.
9. Work with the Rapid to expand transit routes and service to reduce personal vehicle use.
10. Incorporate inclusive design of all public facilities to ensure accessibility for those with physical disabilities or age-related impairments.
11. Continue to implement other City plans including Parks and Recreation Plan, Mobility-Bike Action Plan, Climate Action Plan, and Utilities/Infrastructure Plans.

PROCEEDINGS OF THE CITY COMMISSION
CITY OF EAST GRAND RAPIDS

Regular Meeting Held May 19, 2025

Mayor Favale called the meeting to order at 6:00 p.m. in the City Commission Chambers at the East Grand Rapids Community Center and led the audience in the Pledge of Allegiance.

Present: Commissioners Burdick, Groff-Blaszak, Hunter, Skaggs, Wessely and Mayor Favale.

Absent: Commissioner Schwartz.

Also Present: City Manager Charles; Deputy City Manager LaFave; City Attorney Huff; Public Safety Director Buikema; Finance Director Seath; Parks and Recreation Director Melville; Zoning Administrator Gianotti, City Planner LaBlanc; City Clerk Parmenter.

2025-57. The agenda was approved.

2025-58. Public Safety Officers were sworn in to newly promoted positions.

2025-59. Public comment:

Tom Walker, 2847 Elmwood, spoke about DOGEL, Department of Government Efficiency Local.

Betsy Anderson, 435 Edgemere, spoke about different ways to get information to residents.

Sharon Barkwell, 1051 Pinecrest, is opposed to amendments to the original PUD ordinance and stated that the project was too massive.

Joe Spaulding, 307 Riley St, spoke regarding housing and racial boundaries.

2025-60. Mayor and City Commission comments, including committee liaison reports.

Commissioner Skaggs congratulated the new Public Safety Captain and Sergeants on their promotions. She noted that EGR was designated a Tree City USA once again and reminded everyone about Wednesday on Wealthy this week.

Commissioner Burdick reminded everyone that with the nicer weather there are more pedestrians, bikes, boats, and cars around and to be cautious and noted that Manhattan Park renovations are moving along.

Commissioner Hunter congratulated EGR on the Tree City USA designation.

Commissioner Groff-Blaszak congratulated the graduating seniors and the other students who are advancing a grade and thanked teachers for their work.

City Manager Charles noted that the City's website was continuously updated for construction.

- 2025-61. Review and provide input on a draft PUD amendment for the Gaslight Investors PUD based on the revised concept plan presented on May 5, 2025.

Zoning Administrator Gianotti reviewed the information.

Mayor Favale asked if the details for the studies are dependent on the final plan. Zoning Administrator Gianotti stated that with more details the final plan will have more accurate data from the studies.

Commissioner Skaggs asked where the standards were located that are used to determine if the criteria are satisfied. Zoning Administrator Gianotti stated that they were in section 5.47.

Commissioner Burdick asked what can be done to remediate issues if something comes up in the studies. City Manager Charles stated that all issues have to be addressed prior to final approval and if not, the site plan can be denied.

Commissioner Hunter wanted to verify that we are in the site plan phase? City Manager Charles stated that we are in the concept site plan phase. The final site plan will show all the details and Cascade Township will decide what studies need to be done to ensure that everything is constructed properly.

Christopher Zull, Progressive Companies, stated that the traffic analysis that have been done to date includes the whole PUD and stated that buildings A and B are already up and running. This reduces the number of trip generations with just the new buildings being taken into consideration.

Commissioner Groff-Blaszak stated that it was her understanding that these traffic numbers are not based on actual traffic data at this time. Christopher Zull stated that was correct.

Commissioner Hunter asked for clarification on the trip generated analysis. Christopher Zull explained that the analysis was related to the original concept plan presented but now included changes with the updated concept site plan.

City Manager Charles noted that traffic counts have been compared over the last 20 years and there has not been a significant increase. He is confident with having so much data over 20 years that the infrastructure can handle it.

Mayor Favale noted that staff and the experts are comfortable with the studies and findings to this point.

Commissioner Hunter asked what the traffic studies will show. City Manager Charles stated that it will look at pedestrian safety, traffic safety, levels of service, and cyclists and it will show any conflicts, changes will have to be made.

Deputy City Manager La Fave noted that post analysis/conditions can be applied as well.

Commissioner Groff-Blaszak noted that the studies should have standards now rather than later. Christopher Zull stated that criteria is very directly related to community and it is difficult to set standards at this time. There needs to be a level of understanding to get that level of detail. Contractors will do real-time surveys compared to what the development will be. The City has to accept the preliminary plans before studies are done and give the developer confidence to move forward with the studies.

City Attorney Huff said that the final plans firm up what types of buildings are going to be done to allow for accurate studies. The ordinance and resolution go back to the 2004 PUD what at that time was Jade Pig. He noted the two existing buildings already in use in the PUD. The ordinance is now in line with how other municipalities structure PUD ordinances. The new ordinance also includes provisions from the Planning Commission, City Commission and staff.

City Manager Charles also noted that section 6 also outlines an expiration date which was missing from the previous ordinance.

Mayor Favale asked when the time starts for the expiration. City Attorney Huff said that they can extend the final site plan stage for one year with good cause.

Commissioner Burdick asked what happens if it expires. City Attorney Huff stated that they would not be able to build.

Commissioner Wessely asked if it was possible to replace the previous PUD with the new one. City Attorney Huff stated that if they build, the new one will replace the old one.

Commissioner Burdick asked if it was possible for the property to go back to commercial zoning. City Attorney Huff stated that the property owner and the city have the right to change zoning but have to be careful because of existing buildings.

Commissioner Hunter questioned if this was an amendment of the 2004 ordinance. City Attorney Huff noted that the 2008 version is dormant because nothing was built.

Commissioner Groff-Blaszak asked if there was a red line document so we could see the changes. City Attorney Huff said that this was started but so much of the document had narrative language that didn't need to be in there, it was better to do a resolution.

Commissioner Groff-Blaszak asked for both ordinances in packets going forward to they can compare the ordinances going forward.

Commissioner Groff-Blaszak said that section 5 on page 4 states that standards have to be met to adopt the ordinance. City Attorney Huff stated that that was true.

Commissioner Wessely asked if the concept plan has to meet the standards as well as the final plan. City Attorney Huff stated that both plans have to meet the standards and if they are not met, they can't build.

Commissioner Skaggs questioned section 4.C missing. City Attorney Huff stated that it would be in the PUD agreement.

Commissioner Hunter asked if we are approving the square footage numbers in the concept plan? City Attorney Huff stated that we were but that there is still a question of how many rental units that will be. One bedroom, two bedrooms, townhomes, etc. will come in to play in the final plans as to the studies and if it all meets the requirements. City Manager Charles noted that this was not the end, and it would come back to the Commission for final approval also.

Mayor Favale stated that they can email City Manager Charles with suggestions about the ordinance through Wednesday.

City Manager Charles stated that all suggestions would be shared with everyone and will be voted on as this is not a staff approval but a City Commission approval.

Commissioner Skaggs wonders about having conditions regarding conversations that must happen in the ordinance. City Attorney Huff stated that he had concerns about things in her last paragraph of the conditions she emailed in noting that they might be out of their legal right to ask.

Joe Spaulding, 307 Riley, showed a segregation map and spoke about fair housing.

Jerry Anderson, 435 Edgemere, reviewed the ordinance and stated that nothing was defined in the concept plan.

Brooke Deems, 2916 Hall, stated that the proposal is too intense and it should fit the landscape and wondered why private streets were proposed and stated that it should go to a community vote.

Freddie MacIntosh, 1156 Kenesaw, seems like we are putting the cart before the horse. What percentage of people that voted on this proposal still live in East. Wonders what legally lets someone legally act on a 22-year-old law.

Sam Massie, 1250 Woodshire, is concerned about parking and traffic as there are issues now.

Eric Williams, 2746 Albert, stated that the parking strategy looks flawed and the development needs to flow with the community.

Tom Miller, 1753 Asbury, noted that there was a lot of frustration surrounding this and that there are things that he likes and things he doesn't. He wants a traffic study done before a vote.

Shane Reed, 1057 Keneberry Way, is for the development, but his wife is not. He feels the contentious comments over the last few meetings. He noted that other cities have put in parking meters which has slowed traffic as more people walk or bike. He said to keep on track and finish the development.

Calvin Tran, Abundant Housing, MI, is in favor of the development. Younger generations have no path to homeownership as he has reviewed housing prices. East has a unique opportunity to build housing.

Judith Baxter, Hall St, thinks we are changing the ordinance to accommodate the developer and that is unfair.

Andrew Carley, 1930 Newark, said to keep housing and traffic mind.

Erica Dunten, 2100 Gorham, stated that she put a poll up on Facebook and also that it was hard to find a place to park.

Nancy Pattison, 2104 Gorham, does not bike here because of entitled teenagers with phones. She is a hard no on the development.

Sharon Barkwekk, 1051 Pinecrest, doesn't want something like this.

Nyal Deems, 701 Laurel Circle, thinks things in the concept plan are not in the best interest of the citizens and stated that this was not a normal PUD.

Suzanne McCarty, 1138 Kenesaw, stated that there is a lot more traffic now than there was a couple of years ago.

City Manager Charles reminded everyone to send their additional conditions by Wednesday.

Commissioner Groff-Blaszak asked if we assume that the ordinance will be introduced at the next meeting. City Manager Charles stated that it is intent to bring a revised version of the ordinance.

- 2025-62. Consider approving the pavement marking cross section for Plymouth Road from Hall Street to Martin Luther King Jr. Street with respect to Options 1, 2 or other.

Deputy City Manager La Fave reviewed the request.

Commissioner Skaggs asked how this aligns with Grand Rapids to the south. Deputy City Manager La Fave stated that it does align with Grand Rapids.

Commissioner Hunter feels he needs more time to digest the information.

Mayor Favale stated that Option 1 appears to be the best option.

Commissioner Skaggs asked if there was anything that could be done with drivers “creating” a right turn lane where there isn’t one. Deputy City Manager La Fave stated that signage would help.

Commissioner Hunter questioned the number of parking spaces that were listed in the packet. Deputy City Manager La Fave noted that they were based on a “normal” size vehicle.

Andrew Carley, 1930 Newark, bikes in EGR daily but does not bike where there are no bike lanes. He supports option A.

Robert Blaszak, 2360 Lakeside, stated that Plymouth is unsafe for riders and that there was not any north/south way for riders to take that is safe.

Tom Tilma, 1635 Hall, is part of the Walk, Ride, Roll group and supports Option 1.

Mandy Shart Eizenger, 1643 Whitfield, thanked Mr. La Fave for the data and hopes that this is an easy yes.

Trip Frey, 945 Plymouth, asked that this gets tabled and talk about other options.

Catherine McKenzie, 966 Plymouth, concurs with Trip Frey and stated that there was more to it than data.

Commissioner Wessely likes option 1 and sees more to gain with this.

Commissioner Burdick agrees with Commissioner Wessely and noted that it was not a safe road to bike on.

Commissioner Hunter said that changing could be dangerous for bikers and wants a two-week delay on this.

Commissioner Groff-Blaszak has talked to residents on Plymouth and said that the mobility plan sets a north star for us and supports option 1.

2025-62-A. Skaggs-Burdick. To approve the pavement marking cross section for Plymouth Road from Hall Street to Martin Luther King Jr. Street with respect to Options 1, 2 or other.

Yeas: Burdick, Groff-Blaszak, Skaggs, Wessely and Favale – 5
Nays: Hunter - 1

2025-63. Consider approval of Motor Equipment Revolving Fund (MERF) replacement purchases for FY 25/26 in the amount of \$1,180,000 with an additional 15% contingency of the overall total with authorization to place orders and authorizing the sale of vehicles and equipment replaced at 5% commission.

Deputy City Manager La Fave highlighted the request.

Commissioner Groff-Blaszak asked for clarification on what will be electric. Deputy City Manager La Fave reviewed the vehicles.

2025-63-A. Groff-Blaszak-Wessely. To approve the Motor Equipment Revolving Fund (MERF) replacement purchases for FY 25/26 in the amount of \$1,180,000 with an additional 15% contingency of the overall total with authorization to place orders and authorizing the sale of vehicles and equipment replaced at 5% commission.

Yeas: Burdick, Groff-Blaszak, Hunter, Skaggs, Wessely and Favale – 6
Nays: None.

2025-64. Financial report for the period ending March 31, 2025.

Finance Director Seath reviewed the information.

2025-65. Consider budget adjustments for FY 2024-25 and approve the attached resolution.

Finance Director Seath reviewed the information.

2025-65-A. Hunter-Groff-Blaszak. To approve the attached resolution.

Yeas: Burdick, Groff-Blaszak, Hunter, Skaggs, Wessely and Favale – 6
Nays: None.

2025-66. Skaggs-Burdick. To approve the consent agenda as follows:

2025-66-A. Minutes of the regular meeting held May 5, 2025.

2025-66-B. Disbursement of funds: payroll disbursements of \$298,804.76; county and school disbursements of \$0, and total remaining disbursements of \$559,891.78.

2025-66-C. Minutes of the Parks and Recreation meeting held on March 2, 2025.

2025-66-D. Consider the purchase of replacement notebook PC's.

- 2025-66-E. Minutes of the Parks and Recreation meeting held on March 2, 2025.
- 2025-66-F. Minutes of the Planning Commission meeting held on February 11, 2025.
- 2025-66-G. Minutes of the Planning Commission meeting held on April 15, 2025.
- 2025-66-H. Communications.

Yeas: Burdick, Groff-Blaszak, Hunter, Skaggs, Wessely and Favale – 6
Nays: None.

- 2025-67. Tentative budget work session.

Lori Parmenter to reach out Tuesday to find a date that works for everyone to hold the work session.

The meeting adjourned at 9:38 p.m., subject to the call of the Mayor until June 2, 2025.

Lori A Parmenter, City Clerk

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

11

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 101 GENERAL FUND					
Dept 000					
101-000-0380.00	CASH BOND	7TH DISTRICT COURT	CASH BOND/BRENT D MODDERMAN	\$ 250.00	139210
101-000-0380.00	ACCOMMODATION PURCHASES	KENT COUNTY TREASURER'S ASSO	KCTA SUMMER PICNIC/SEATH & BERG	\$ 31.00	139211
101-000-1230.00	PREPAID EXPENSES	EPIC RACE TIMING	RLT RACE TIMING DEPOSIT	\$ 500.00	139212
101-000-1230.00	PREPAID EXPENSES	CIVICPLUS	WEBSITE ANNUAL FY25/26	\$ 9,611.83	139213
		Total For Dept 000		\$ 10,392.83	139214
					139215
Dept 101 CITY COMMISSION					
101-101-8010.24	FOUNDATION AUDIT/EXPENSES	VREDEVELD HAEFNER LLC	FOUNDATION 990 AUDIT	\$ 650.00	139217
		Total For Dept 101 CITY COMMISSION		\$ 650.00	139218
					139219
Dept 210 CITY ATTORNEY					
101-210-7080.00	CONTRACTUAL WAGES	BLOOM SLUGGETT, PC	CODE ENFORCEMENT	\$ 3,300.00	139221
101-210-7080.00	CONTRACTUAL WAGES	VARNUM LLP	LEGAL SVCS/MONTHLY RETAINER	\$ 17,000.00	139222
		Total For Dept 210 CITY ATTORNEY		\$ 20,300.00	139223
					139224
Dept 260 FINANCE					
101-260-7410.00	POSTAGE	KENT COMMUNICATIONS INC	POSTAGE	\$ 190.97	139226
101-260-7410.00	POSTAGE	PITNEY BOWES PURCHASE POWER	POSTAGE	\$ 1,009.75	139227
101-260-8010.00	CONTRACTUAL SERVICES	BS&A SOFTWARE	ANNUAL SYSTEM SVC/SUPPORT	\$ 4,354.00	139228
101-260-8010.00	CONTRACTUAL SERVICES	KENT COMMUNICATIONS INC	STAX POSTAGE/PREPAY	\$ 2,190.35	139229
101-260-8010.00	CONTRACTUAL SERVICES	CORPORATE TECHNOLOGIES LLC	PROTECT BACKUP SERVICE	\$ 650.00	139230
101-260-8010.00	CONTRACTUAL SERVICES	EVERSTREAM SOLUTIONS LLC	INTERNET SERVICE	\$ 600.00	139231
101-260-9320.00	COMPUTER REPAIR	SOUTHERN COMPUTER WAREHOU	SCANNER REPL/FIN	\$ 286.06	139232
101-260-9570.00	PROFESSIONAL DEVELOPMENT	KENT COUNTY TREASURER'S ASSO	KCTA SUMMER PICNIC/SEATH & BERG	\$ 42.00	139233
		Total For Dept 260 FINANCE		\$ 9,323.13	139234
					139235

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Dept 265 CITY BUILDINGS					139236
101-265-7400.00	OPERATING SUPPLIES	ROBBINS LOCK SHOP INC	NEW KEYS	\$ 80.00	139237
101-265-7400.00	OPERATING SUPPLIES	GRAINGER INC	HVAC ACTUATOR	\$ 153.85	139238
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 761.99	139239
101-265-7400.11	EMPLOYEE SAFETY GEAR	MIERAS WORK & COMFORT SHOES	SAFETY BOOTS/B BIGOROWSKI	\$ 30.60	139240
101-265-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	WORK BOOTS/J PEROTTA & B POLL	\$ 300.58	139241
101-265-8010.00	CONTRACTUAL SERVICES	HUBBELL, ROTH & CLARK INC	GASLIGHT PARKING STUDY	\$ 1,965.00	139242
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 32.44	139243
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139244
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139245
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 25.69	139246
101-265-8010.35	GENERAL BUILDING/COM CENTER	GRAINGER INC	GLYCOL/CHILLER	\$ 536.24	139247
101-265-8010.35	GENERAL BUILDING/COM CENTER	I3 BUSINESS SOLUTIONS LLC	NETWORK CONSULTING/VIDEO SYS	\$ 660.00	139248
101-265-8010.35	GENERAL BUILDING/COM CENTER	I3 BUSINESS SOLUTIONS LLC	NETWORK CONSULTING/VIDEO SYS	\$ 471.25	139249
101-265-8010.36	PARKS	GRAINGER INC	FAUCETS/MANHATTAN PK	\$ 245.30	139250
101-265-8010.48	FIRE MONITORING AND LOCK SYS	EVERON	FIRE MONITORING/DOOR ACCESS	\$ 330.90	139251
101-265-8010.48	FIRE MONITORING AND LOCK SYS	EVERON	FIRE MONITORING/DOOR ACCESS	\$ 277.59	139252
101-265-8010.48	FIRE MONITORING AND LOCK SYS	EVERON	FIRE MONITORING/DOOR ACCESS	\$ 45.51	139253
101-265-8040.00	JANITORIAL SERVICE	JO CLEANING SERVICE	CLEANING SERVICE	\$ 11,816.00	139254
101-265-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-4.1.25-5.13.25	\$ 208.35	139255
101-265-9570.00	PROFESSIONAL DEVELOPMENT	ICMA MEMBERSHIP RENEWALS	ICMA MEMBERSHIP/D LAFAVE/ANNUAL	\$ 247.17	139256
		Total For Dept 265 CITY BUILDINGS		\$ 18,277.44	139257
					139258
Dept 345 PUBLIC SAFETY					139259
101-345-7400.01	UNIFORMS	GLK INNOVATIONS LLC	LED VESTS	\$ 194.90	139260
101-345-7400.06	OFFICE SUPPLIES	FIRST CHOICE COFFEE SERVICES	COFFEE ORDER	\$ 437.38	139261
101-345-7400.07	MISC. OPERATING	GILSON GRAPHICS INC	CROSSING GUARD CERTS	\$ 525.91	139262
101-345-8010.00	CONTRACTUAL SERVICES	CONCORDIA PSYCHOLOGICAL SER	PRE-HIRE PSYCH EVAL/M ALBERT	\$ 950.00	139263
101-345-8010.00	CONTRACTUAL SERVICES	SHELDON CLEANERS INC	PUBLIC SAFETY DRY CLEANING-APRIL	\$ 6.25	139264

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
101-345-8010.00	CONTRACTUAL SERVICES	AXON ENTERPRISE, INC	AXON STORAGE	\$ 1,875.65	139265
101-345-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMPLOYEE SCREENING	\$ 49.00	139266
101-345-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH W CLIENT BILL	BLOOD DRAW/MATOS,JUAN MANUEL	\$ 25.00	139267
101-345-8010.00	CONTRACTUAL SERVICES	LEXISNEXIS RISK SOLUTIONS	DET SOFTWARE/-MONTHLY	\$ 200.00	139268
101-345-9300.00	REPAIRS & MAINTENANCE	MERL'S TOWING SERVICE	VEHICLE TOW	\$ 80.00	139269
101-345-9570.00	PROFESSIONAL DEVELOPMENT	EMPCO INC	SGT TEST	\$ 12,346.06	139270
		Total For Dept 345 PUBLIC SAFETY		\$ 16,690.15	139271
					139272
Dept 447 CITY ENGINEERING					139273
101-447-8010.00	CONTRACTUAL SERVICES	HUBBELL, ROTH & CLARK INC	DTE CONST OBSERVATION	\$ 15,470.82	139274
		Total For Dept 447 CITY ENGINEERING		\$ 15,470.82	139275
					139276
Dept 448 STREET LIGHTING					139277
101-448-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-4.1.25-5.13.25	\$ 7,656.64	139278
		Total For Dept 448 STREET LIGHTING		\$ 7,656.64	139279
					139280
Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT					139281
101-485-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-4.1.25-5.13.25	\$ 611.06	139282
		Total For Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT		\$ 611.06	139283
					139284
Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST					139285
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139286
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139287
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139288
		Total For Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST		\$ 1,500.00	139289
					139290
Dept 601 RECREATION REVENUE					139291
101-601-6540.00	MISCELLANEOUS REVENUE	LAKE SHORE CLUB CONDOMINIUM	SECURITY DEPOSIT REFUND	\$ 100.00	139292
		Total For Dept 601 RECREATION REVENUE		\$ 100.00	139293

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
					139294
Dept 751 RECREATION					139295
101-751-7400.00	OPERATING SUPPLIES	FIRST CHOICE COFFEE SERVICES	COFFEE ORDER	\$ 52.54	139296
101-751-8010.00	CONTRACTUAL SERVICES	ACCURATE EMPLOYMENT SCREEN	PRE-EMPL BG CK	\$ 282.12	139297
101-751-8010.00	CONTRACTUAL SERVICES	CIVICPLUS	REC 1 SOFTWARE	\$ 1,665.53	139298
101-751-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATIONA	EMP SCREEN/G SINKE, C WILDMAN, B WILLIAMS	\$ 98.00	139299
101-751-9470.00	AUTO EXPENSE	MAKENZIE HUTCHINGS	REIMB/MILEAGE	\$ 50.92	139300
101-751-9700.00	CAPITAL EXPENDITURES	CDW GOVERNMENT INC	DOCKING STATION PR NOTEBK	\$ 395.74	139301
		Total For Dept 751 RECREATION		\$ 2,544.85	139302
					139303
Dept 756 POOL PROGRAMS					139304
101-756-7400.00	OPERATING SUPPLIES	AQUATIC SOURCE	POOL SUPPLIES	\$ 143.39	139305
101-756-8010.00	CONTRACTUAL SERVICES	PREIN & NEWHOF	WATER TESTING W POOL	\$ 20.00	139306
		Total For Dept 756 POOL PROGRAMS		\$ 163.39	139307
					139308
Dept 771 TREE MAINTENANCE AND REMOVAL					139309
101-771-7400.00	OPERATING SUPPLIES	SITEONE LANDSCAPE SUPPLY LLC	SEED/RESTORATIONS	\$ 127.56	139310
		Total For Dept 771 TREE MAINTENANCE AND REMOVAL		\$ 127.56	139311
					139312
Dept 775 SPECIAL EVENTS					139313
101-775-7400.00	OPERATING SUPPLIES	GORDON FOOD SERVICE INC	SWEETHEART DANCE SUPPLIES	\$ 55.18	139314
101-775-7400.00	OPERATING SUPPLIES	RACHEL FIEDLER	SWEETHEART DANCE SUPPLIES	\$ 12.31	139315
101-775-7400.00	OPERATING SUPPLIES	RACHEL FIEDLER	SWEETHEART DANCE SUPPLIES	\$ 13.58	139316
101-775-8010.00	CONTRACTUAL SERVICES	EPIC RACE TIMING	RLR TIMING DEPOSIT	\$ 500.00	139317
101-775-8010.00	CONTRACTUAL SERVICES	LOWING LIGHT & GRIP INC	SWEETHEART DANCE LIGHT RENTAL	\$ 343.38	139318
		Total For Dept 775 SPECIAL EVENTS		\$ 924.45	139319
					139320
Dept 778 GROUNDS MAINTENANCE					139321
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	139322

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	139323
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	139324
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	139325
101-778-7400.00	OPERATING SUPPLIES	ECO GREEN SUPPLY	TURF SUPPLIES	\$ 319.54	139326
101-778-7400.00	OPERATING SUPPLIES	ECO GREEN SUPPLY	TURF SUPPLIES	\$ 100.00	139327
101-778-7400.00	OPERATING SUPPLIES	HARRELL'S LLC	TURF SUPPLIES	\$ 2,145.00	139328
101-778-8080.00	GROUNDS MAINTENANCE	THORNAPPLE INC	MONTHLY LAWN CARE-1 OF 7	\$ 16,165.00	139329
		Total For Dept 778 GROUNDS MAINTENANCE		\$ 18,774.74	139330
					139331
Dept 779 RECREATION SPORTS					139332
101-779-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 50.00	139333
101-779-7080.00	CONTRACTUAL WAGES	STEVEN D LEE	SOFTBALL OFFICIAL	\$ 140.00	139334
101-779-7080.00	CONTRACTUAL WAGES	EDUARDO PEREZ CHAGOYA	SOCCER OFFICIAL	\$ 100.00	139335
101-779-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 50.00	139336
101-779-7400.00	OPERATING SUPPLIES	SPORTS PRO STOP	YOUTH BASEBALL SUPPLIES	\$ 2,205.00	139337
		Total For Dept 779 RECREATION SPORTS		\$ 2,545.00	139338
					139339
Dept 781 MIDDLE SCHOOL SPORTS					139340
101-781-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 51.00	139341
101-781-7080.00	CONTRACTUAL WAGES	IVAN ROJAS-GALLEGOS	SOCCER OFFICIAL	\$ 51.00	139342
101-781-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 51.00	139343
101-781-7080.00	CONTRACTUAL WAGES	IVAN ROJAS-GALLEGOS	SOCCER OFFICIAL	\$ 51.00	139344
101-781-7400.00	OPERATING SUPPLIES	DANIEL TRUESDELL	MS WATER POLO BANQUET SUPPLIES	\$ 212.39	139345
101-781-8010.00	CONTRACTUAL SERVICES	ATM MEET MANAGEMENT LLC	MS TRACK TIMING	\$ 650.00	139346
		Total For Dept 781 MIDDLE SCHOOL SPORTS		\$ 1,066.39	139347
					139348
Dept 875 GENERAL ADMINISTRATION					139349
101-875-9300.00	INSURANCE CLAIMS	COREWELL HEALTH OCCUPATION/W/C CLAIM		\$ 179.92	139350
		Total For Dept 875 GENERAL ADMINISTRATION		\$ 179.92	139351

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
					139352
		Total For Fund 101 GENERAL FUND		\$ 127,298.37	139353
					139354
Fund 202 MAJOR STREET FUND					139355
Dept 447 CITY ENGINEERING					139356
202-447-9570.00	PROFESSIONAL DEVELOPMENT	ICMA MEMBERSHIP RENEWALS	ICMA MEMBERSHIP/D LAFAVE/ANNUAL	\$ 247.17	139357
		Total For Dept 447 CITY ENGINEERING		\$ 247.17	139358
					139359
Dept 451 STREET CONSTRUCTION					139360
202-451-9730.00	STREET CONSTRUCTION EXPENSE	MOORE & BRUGGINK INC	PLYMOUTH RD PROJECT	\$ 1,776.63	139361
		Total For Dept 451 STREET CONSTRUCTION		\$ 1,776.63	139362
					139363
Dept 463 ROUTINE MAINTENANCE					139364
202-463-7400.11	EMPLOYEE SAFETY GEAR	MIERAS WORK & COMFORT SHOES	SAFETY BOOTS/B BIGOROWSKI	\$ 30.60	139365
202-463-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	WORK BOOTS/J PEROTTA & B POLL	\$ 48.60	139366
202-463-7400.11	EMPLOYEE SAFETY GEAR	FD LAKE COMPANY	SAFETY STRAPS	\$ 195.46	139367
202-463-7400.12	ASPHALT	RIETH-RILEY CONSTRUCTION CO IN	ASPHALT/POTHOLE PATCHING	\$ 62.00	139368
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 32.44	139369
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139370
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139371
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 25.69	139372
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 483.77	139373
					139374
Dept 474 TRAFFIC SERVICES					139375
202-474-7400.14	SIGNS, POSTS, BARRICADES	BUSH CONCRETE PRODUCTS, INC	TRAFFIC BOLLARDS	\$ 3,459.00	139376
202-474-8010.12	GR, KENT CNTY, CONSUMERS, SIG	CONSUMERS ENERGY	ELECTRIC SERVICE-4.1.25-5.13.25	\$ 1,118.91	139377
		Total For Dept 474 TRAFFIC SERVICES		\$ 4,577.91	139378
					139379
Dept 478 WINTER MAINTENANCE					139380

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
202-478-7400.21	DIRT	SITEONE LANDSCAPE SUPPLY LLC	SEED/RESTORATIONS	\$ 127.56	139381
		Total For Dept 478 WINTER MAINTENANCE		\$ 127.56	139382
					139383
		Total For Fund 202 MAJOR STREET FUND		\$ 7,213.04	139384
					139385
Fund 203 LOCAL STREET FUND					139386
Dept 463 ROUTINE MAINTENANCE					139387
203-463-7400.00	OPERATING SUPPLIES	FD LAKE COMPANY	SAFETY STRAPS	\$ 195.46	139388
203-463-7400.00	OPERATING SUPPLIES	SITEONE LANDSCAPE SUPPLY LLC	SEED/RESTORATIONS	\$ 127.56	139389
203-463-7400.11	EMPLOYEE SAFETY GEAR	MIERAS WORK & COMFORT SHOES	SAFETY BOOTS/B BIGOROWSKI	\$ 30.60	139390
203-463-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	WORK BOOTS/J PEROTTA & B POLL	\$ 48.60	139391
203-463-7400.12	ASPHALT	RIETH-RILEY CONSTRUCTION CO IN	ASPHALT/POTHOLE PATCHING	\$ 62.00	139392
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 32.45	139393
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139394
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.50	139395
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 25.69	139396
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 611.35	139397
					139398
Dept 474 TRAFFIC SERVICES					139399
203-474-7400.14	SIGNS, POSTS, BARRICADES	FASTSIGNS OF GRAND RAPIDS	SIGNS	\$ 669.95	139400
		Total For Dept 474 TRAFFIC SERVICES		\$ 669.95	139401
					139402
Dept 478 WINTER MAINTENANCE					139403
203-478-7400.21	DIRT	SITEONE LANDSCAPE SUPPLY LLC	SEED/RESTORATIONS	\$ 255.10	139404
		Total For Dept 478 WINTER MAINTENANCE		\$ 255.10	139405
					139406
		Total For Fund 203 LOCAL STREET FUND		\$ 1,536.40	139407
					139408
Fund 204 MUNICIPAL STREET FUND					139409

**City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596**

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Dept 444 SIDEWALKS					139410
204-444-9350.04	SIDEWALK REPAIR PROGRAM	PREIN & NEWHOF	ROBINSON/CASCADE PROJ	\$ 1,603.20	139411
		Total For Dept 444 SIDEWALKS		\$ 1,603.20	139412
					139413
		Total For Fund 204 MUNICIPAL STREET FUND		\$ 1,603.20	139414
					139415
Fund 265 DRUG LAW ENFORCEMENT FUND					139416
Dept 347 DRUG SEIZURE					139417
265-347-9701.00	SMALL CAPITAL EXP	ON DUTY GEAR LLC	ARMOR VESTS	\$ 1,040.00	139418
		Total For Dept 347 DRUG SEIZURE		\$ 1,040.00	139419
					139420
		Total For Fund 265 DRUG LAW ENFORCEMENT FUND		\$ 1,040.00	139421
					139422
Fund 308 PARKS MILLAGE DEBT SERVICE					139423
Dept 905 DEBT SERVICE					139424
308-905-9930.00	PAYING AGENT FEES	US BANK	AGT FEE/PARKS MILLGE/ANNUAL	\$ 500.00	139425
		Total For Dept 905 DEBT SERVICE		\$ 500.00	139426
					139427
		Total For Fund 308 PARKS MILLAGE DEBT SERVICE		\$ 500.00	139428
					139429
Fund 372 MUNICIPAL COMPLEX DEBT SERVICE					139430
Dept 905 DEBT SERVICE					139431
372-905-9930.00	PAYING AGENT FEES	US BANK	AGENT FEE/ANNUAL	\$ 600.00	139432
		Total For Dept 905 DEBT SERVICE		\$ 600.00	139433
					139434
		Total For Fund 372 MUNICIPAL COMPLEX DEBT SERVICE		\$ 600.00	139435
					139436
Fund 408 PARKS CAPITAL PROJECT FUND					139437

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Dept 788 PARKS MANHATTAN PROJECT MILLAGE					139438
408-788-8010.00	CONTRACTUAL SERVICES	MATERIALS TESTING CONSULTANT	MP CONCRETE TESTING	\$ 5,019.25	139439
408-788-9700.00	CAPITAL EXPENDITURES	KATERBERG-VERHAGE INC	MANHATTAN PK APP#5	\$ 232,267.50	139440
		Total For Dept 788 PARKS MANHATTAN PROJECT MILLAGE		\$ 237,286.75	139441
					139442
		Total For Fund 408 PARKS CAPITAL PROJECT FUND		\$ 237,286.75	139443
					139444
Fund 592 WATER & SEWER FUND					139445
Dept 542 MAINS AND HYDRANTS					139446
592-542-7400.00	OPERATING SUPPLIES	FD LAKE COMPANY	SAFETY STRAPS	\$ 195.45	139447
592-542-7400.11	EMPLOYEE SAFETY GEAR	MIERAS WORK & COMFORT SHOES	SAFETY BOOTS/B BIGOROWSKI	\$ 30.60	139448
592-542-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	WORK BOOTS/J PEROTTA & B POLL	\$ 48.60	139449
592-542-7400.18	WATER MAIN MTRL AND ACCES	ETNA SUPPLY COMPANY	WATER SPRINGS	\$ 514.00	139450
592-542-7400.18	WATER MAIN MTRL AND ACCES	FERGUSON ENTERPRISES	WATER PARTS/MAIN MAT	\$ 2,900.00	139451
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP	PREIN & NEWHOF	CASCADE/ROBINSON SIDEPATH	\$ 36,326.65	139452
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP	PREIN & NEWHOF	WATER QUAL SAMPLES	\$ 630.00	139453
592-542-8010.00	CONTRACTUAL SERVICES	HYDROCORP	CCC PROGRAM/EGL	\$ 380.00	139454
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 32.44	139455
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139456
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139457
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 25.69	139458
592-542-8010.52	LSL HYDRO EXCAVATING	POWERVAC	LSL HYDROEXCAVATING	\$ 16,149.00	139459
592-542-8170.00	BULK SUPPLY - WATER	GRAND RAPIDS CITY TREASURER	W/S SERVICES-3.22.25-4.23.25	\$ 61,244.17	139460
592-542-9570.00	PROFESSIONAL DEVELOPMENT	ICMA MEMBERSHIP RENEWALS	ICMA MEMBERSHIP/D LAFAVE/ANNUAL	\$ 247.17	139461
		Total For Dept 542 MAINS AND HYDRANTS		\$ 118,812.75	139462
					139463
Dept 545 METER READING AND COLLECTING					139464
592-545-7400.00	OPERATING SUPPLIES	KENT COMMUNICATIONS INC	WATER BILLING/MONTHLY	\$ 731.73	139465
592-545-7400.00	OPERATING SUPPLIES	KENT COMMUNICATIONS INC	UB POSTAGE/JUNE BILLING	\$ 1,200.00	139466

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
592-545-8010.00	CONTRACTUAL SERVICES	BADGER METER	CELLULAR METER UNITS	\$ 46.53	139467
592-545-8010.00	CONTRACTUAL SERVICES	HALVERSON ENGINEERING LLC	WATER METER READS/MONTHLY	\$ 5,060.90	139468
		Total For Dept 545 METER READING AND COLLECTING		\$ 7,039.16	139469
					139470
Dept 550 SEWER EXPENDITURES					139471
592-550-7400.00	OPERATING SUPPLIES	FD LAKE COMPANY	SAFETY STRAPS	\$ 195.45	139472
592-550-7400.11	EMPLOYEE SAFETY GEAR	MIERAS WORK & COMFORT SHOES	SAFETY BOOTS/B BIGOROWSKI	\$ 30.60	139473
592-550-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	WORK BOOTS/J PEROTTA & B POLL	\$ 48.60	139474
592-550-8010.00	CONTRACTUAL SERVICES	PLUMMER'S ENVIRONMENTAL SER	CLOGGED SEWER/1655 HALL	\$ 909.00	139475
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 32.44	139476
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.50	139477
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	139478
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 25.70	139479
592-550-8175.00	BULK SUPPLY - SEWER	GRAND RAPIDS CITY TREASURER	W/S SERVICES-3.22.25-4.23.25	\$ 128,566.80	139480
592-550-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-4.1.25-5.13.25	\$ 2,125.42	139481
592-550-9570.00	PROFESSIONAL DEVELOPMENT	ICMA MEMBERSHIP RENEWALS	ICMA MEMBERSHIP/D LAFAVE/ANNUAL	\$ 247.17	139482
		Total For Dept 550 SEWER EXPENDITURES		\$ 132,270.17	139483
					139484
		Total For Fund 592 WATER & SEWER FUND		\$ 258,122.08	139485
					139486
Fund 677 HEALTH CARE FUND					139487
Dept 852 HEALTH CARE ADMINISTRATION					139488
677-852-8010.00	CONTRACTUAL SERVICES	FIRST STOP HEALTH	TELEHEALTH/MONTHLY	\$ 714.00	139489
		Total For Dept 852 HEALTH CARE ADMINISTRATION		\$ 714.00	139490
					139491
		Total For Fund 677 HEALTH CARE FUND		\$ 714.00	139492
					139493
Fund 692 MOTOR EQUIPMENT REVOLVING FUND					139494
Dept 570 MOTOR EQUIPMENT EXPENDITURES					139495

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
692-570-7530.00	OP. SUP - OIL	LAWSON PRODUCTS INC	GARAGE SUPPLIES	\$ 104.10	139496
692-570-7540.00	OP. SUP - PARTS	MACQUEEN	#137 PART	\$ 124.68	139497
692-570-7590.00	OP. SUP - GARAGE	FIRST CHOICE COFFEE SERVICES	COFFEE ORDER	\$ 168.45	139498
692-570-7620.00	OP. SUP - UL GAS	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,196.20	139499
692-570-7620.00	OP. SUP - UL GAS	FLYERS ENERGY LLC	FUEL PURCHASE/PS	\$ 144.49	139500
692-570-7620.00	OP. SUP - UL GAS	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,504.28	139501
692-570-7630.00	OP. SUP - DIESEL FUEL	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,470.64	139502
692-570-7630.00	OP. SUP - DIESEL FUEL	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,278.36	139503
692-570-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMP SCREEN/G SINKE, C WILDMAN, B WILLIAMS	\$ 49.00	139504
692-570-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMPLOYEE SCREENING	\$ 49.00	139505
		Total For Dept 570 MOTOR EQUIPMENT EXPENDITURES		\$ 6,089.20	
		Total For Fund 692 MOTOR EQUIPMENT REVOLVING FUND		\$ 6,089.20	
		Fund Totals:			
			Fund 101 GENERAL FUND	\$ 127,298.37	
			Fund 202 MAJOR STREET FUND	\$ 7,213.04	
			Fund 203 LOCAL STREET FUND	\$ 1,536.40	
			Fund 204 MUNICIPAL STREET FUND	\$ 1,603.20	
			Fund 265 DRUG LAW ENFORCEMENT FUND	\$ 1,040.00	
			Fund 308 PARKS MILLAGE DEBT SERVICE	\$ 500.00	
			Fund 372 MUNICIPAL COMPLEX DEBT SERVICE	\$ 600.00	
			Fund 408 PARKS CAPITAL PROJECT FUND	\$ 237,286.75	
			Fund 592 WATER & SEWER FUND	\$ 258,122.08	
			Fund 677 HEALTH CARE FUND	\$ 714.00	
			Fund 692 MOTOR EQUIPMENT REVOLVING FUND	\$ 6,089.20	
			Total For All Funds:	\$ 642,003.04	

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary June 2, 2025
CHECKS #139193-139223 ACH# 709543-709596

Finance Cmte Date	Commission Member	Voucher Total	Approval Signatures:		
6/2/2025	Laura Schwartz	\$642,003.04			
	Brad Hunter				
	Ryan Burdick				
Alternate:					
Alternate:					

Scott Weirda and Jade Pig Ventures Sue City

Below is an example of what happens with this developer when you wait until later to request more information or to make changes to a plan. A number of individuals, including a very accomplished real estate attorney, keep encouraging you not to kick the can down the road, waiting until later to sort out important details. If you do, you are inviting this developer to take you to court. This overlaps with the point I tried to make at the last meeting that the conditions you have listed have no teeth whatsoever.

<https://www.mlive.com/news/grand-rapids/2024/04/after-blocking-162-unit-townhome-project-west-michigan-city-lands-in-court.html>

This article is from a year ago, April, 2024. I cannot find any additional information since then.

I hope you all subscribe to MLive. In case you don't, here is some selected text from the article:

Real Estate development firm Jade Pig Ventures is suing the city of Walker after the municipality's planning commission voted 5-4 in February to block a 162-unit townhome project on a 50-acre property...

Jade Pig Ventures, founded by Grand Rapids area businessman Scott Wierda, says it was "intentionally and arbitrarily" discriminated against by the city. City officials made excessive demands for traffic studies, endangered species reports, private well analysis and other information.

The Walker Planning Commission's motion to deny the project said the development does not comply with the city's master plan and the goal of preserving natural features.

After Jade Pig started work on the project, the city began requesting additional information about the project, including a topographic survey, a stormwater analysis, a Kent County Drain Commission analysis, a wetland delineation, a traffic impact analysis and more.

Jade Pig is asking the court to declare that the project meets all standards for approval, and for its costs and attorney fees to be covered.

I understand that Walker is not EGR, and that their proposal is different than ours. All the same, this developer has already burned us three times. After 22 years we are still suffering the results of not paying enough attention to detail when dealing with Mr. Weirda and Jade Pig. The Walker case shows a willingness for them to switch from nice guy to fighter when not pleased. Your Planning Commission and City Manager keep pressuring you to approve this plan as presented. On behalf of those you represent, do NOT be rushed into approving a concept plan until *you* are completely confident and pleased with all it contains.

Sincerely,

Jerry Anderson

Lori Parmenter

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Thursday, May 22, 2025 1:50 PM
To: Katie Favale; Ryan Burdick; Kate Skaggs; Bradley Hunter; Chris Wessely; Laura Schwartz; Abbie Groff-Blaszak; Public Input
Subject: Important Legal Discussion Regarding Density Calculation
Attachments: Important Legal Discussion Regarding Density Calculation.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I keep coming back to this issue, because it is one of the most impactful portions of the PUD. The number of allowed residential units is at the heart of considerations for traffic, parking, safety, available greenspace, available community space, height, ambience, and community feel. I am trying to be responsible in conducting my research. Based on a study of our existing City Code, I cannot agree with the conclusion regarding density presented by the Zoning Administrator in support of the current PUD concept plan. Please read the attachment and reach your own conclusion. I apologize if there is something in our City Code which I am missing, but I have looked, and nothing more has been presented to us.

Sincerely and Respectfully,

Jerry Anderson

Important Legal Discussion Regarding Density Calculation

On page 6/239 of the latest agenda, the Zoning Administrator states the following about density:

Residential Density There have been multiple questions about how the residential density calculation was made. To this point, the residential density has been expressed as the number of dwelling units per acre of land, or “gross density.” The 20.7 du/acre maximum residential density is derived from the MFR district standards: every new MFR dwelling unit requires 2,100 s.f. of lot area. $(43,560 \div 2,100 = 20.7)$ The standard clearly states that the *entire lot area* needs to be measured to make that calculation¹. There have been some suggestions that the areas of existing buildings, as well as areas without buildings, should be excluded in determining gross density. This assertion is not supported by the zoning ordinance. Gross density is clearly defined as the number of dwelling units per acre *of land*, not each individual building or area of buildings².

¹ See [Section 5.30A2](#) of the zoning ordinance.

² See [Section 5.8](#) of the zoning ordinance.

Note that the document has italicized the phrase “*entire lot area*” and then contains links to two other parts of the document. If you follow link 1, it takes you to this:

§ 5.30 STANDARDS APPLICABLE TO TWO- FAMILY AND MULTIPLE FAMILY DWELLINGS.



Two-family and multiple family dwellings in the MFR Residential District shall comply with the following standards.

(A) *General standards.*

(1) Single-family conversions to multi-family dwellings shall be encouraged to promote the intent of the MFR Residential District while preserving the existing character and housing stock to the greatest extent possible. For the purposes of this section, ***SINGLE-FAMILY CONVERSIONS*** are defined as the repurposing of a single-family home to accommodate up to four dwelling units. All other development shall be considered new construction.

(2) All developments in the MFR District shall conform to the standards in Table 5.30.

Table 5.30 Development Standards in MFR Residential District		
Lot Size (square feet)	Single-Family Conversion	New Construction
Minimum unit size (square feet)	Studio: 300	Studio: 350
	1 bedroom: 450	1 bedroom: 550
	2 bedroom: 650	2 bedroom: 800
	3 bedroom: 850	3 bedroom: 1,000
Minimum lot area per unit (s.ft. per unit)	Duplex: 2,000	Duplex: 2,500
	3 - 4 units: 1,660	3+ units: 2,100

If you follow link 2, it takes you to this:

DENSITY, GROSS. The number of dwelling units per acre of land.

Notice that neither link takes you to anything containing the words “entire lot area.” There is also *nothing* which indicates that the acreage of already constructed adjacent property, with designated uses that are not mixed-use or MFR, should still be included in the calculation.

Contrast what is shown above with the following extract from the current City Code governing PUDs:

§ 5.44 GENERAL DEVELOPMENT REQUIREMENTS.

(A) *Residential density.* The PUD concept plan shall state the residential zoning district, as provided in Article IV, upon which the proposed density is based. For projects that include single-family developments, the PUD concept plan narrative shall state a minimum lot size for single-family development based on the minimums for single-family dwellings listed in this chapter for the R-1, R-2, R-3 and MFR Districts. For projects that include multiple-family dwellings, the density of the multiple-family development shall be based upon the lot area per multiple-family unit as required for the MFR District. Any deviation from these minimums shall be included in the table of modifications as required in § 5.47(A).

(B) *Dimensional requirements.* The area, height and placement requirements for each portion of the PUD shall be based upon a stated zoning district, as provided in Articles IV and V. The PUD concept plan narrative shall state the area, height and placement requirements for each portion of the PUD, based upon the appropriate zoning district and the residential density determined in division (A) above.

(1) Residential developments shall meet the area, height and placement requirements of the R-1, R-2, R-3 or MFR Districts, depending upon the type and character of the development.

(2) Commercial developments shall meet the area, height and placement requirements of the C-1 District.

(3) Each use in mixed use developments (containing both residential and commercial development) shall meet the height, area and placement requirements of the zoning district that corresponds to each element of the proposed development, as listed in divisions (B)(1) and (B)(2) above.

(4) Deviations from the minimums set forth above shall be included in the table of modifications as required in § 5.47(A).

The intent of this seems to clearly show that MFR portions are to be held to MFR standards, and that Mixed Use portions must meet the standards of both C-1 and MFR. Nothing here suggests that the acreage of already-built C-1 areas should be included in the calculation. I have consulted with a Real Estate attorney who supports this conclusion.

Based on the discussion above, the 2.3 acres of land used by the already-built C-1 structures should be excluded from the Gross MFR density calculation. (One could argue that the parking garage should likewise be excluded, but for now I will include the entire area being considered in the latest Concept Plan.) The residential density of the remaining area, all the area being developed in this Concept Plan, is then calculated:

149 units / 6.2 acres = **24.0 units per acre**

Our city codes requires a maximum of 20.7 units per acre (see the discussion of Residential Density above). Without a variance for exceeding the current city code, the maximum number of units that can be built on this 6.3 acres is $6.3 \times 20.7 = 130$. While below the 149 units currently proposed, this number still exceeds the only number which the developer currently has permission to build, the 107 units granted in the 2004 PUD.

If I am missing relevant information in this discussion, I would appreciate being directed to it. I have searched our city code and included all the pertinent information I can find.

Jerry Anderson

Lori Parmenter

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Thursday, May 22, 2025 2:27 PM
To: Katie Favale; Ryan Burdick; Kate Skaggs; Bradley Hunter; Chris Wessely; Laura Schwartz; Abbie Groff-Blaszak; Public Input
Subject: Updated comparison chart between the approved 2004 PUD and the latest Concept Plan
Attachments: 2004 vs 2025 comparison slides 5-22-25.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached is a comparison between the 2004 PUD agreement and the latest Concept Plan. Comparing what the developer is currently approved to build with what he is currently proposing is very relevant in your current considerations. It identifies what leverage you have in asking for changes that promote community benefit. Comparing to any other iteration of the Plan is irrelevant. Please see the attached chart. I am happy to add in any other details you would like to see. With a little more effort, considerations such as square feet of surface concrete or greenspace could be compared. For now I am attaching visuals. This information should be made visible to your constituents so they can fairly judge the impact you are making on their behalf.

Sincerely,

Jerry Anderson

Summary of Changes 2004 Approved Concept Plan to 2025 Plan

Item	2004 Approved PUD Concept Plan	2025 Revised PUD Concept Plan	Change (new/old)
Number of buildings (incl those already built)	6	8	+2
Number residential units	107	149	+39%
Residential Use	Condo	132 unspecified MFR 17 townhomes	Changed from owner occupied to rental
Residential Parking spaces	214	166	-22%
Residential Parking per Unit	2.0	1.1	-45%
Commercial Space (sq. ft.)	99,420	109,430	+10%
Commercial Parking spaces	473	330	-30%
Max height	7 stories	5 stories	-29%
	79 ft.	70 ft.	-11%
Parking garage	<i>Required</i> to provide community use	No requirements	Community loss
Streets	City owned and controlled	Developer owned and controlled	Community loss
Greenspace	See below	See below	Less

[illegible]

7, 2004 |
3, 2004 |
RESIDENTIAL ABOVE |
IDENTAL ABOVE |
IDENTAL ABOVE |
RESIDENTIAL ABOVE |

ABILITY TO CLOSE ROAD FOR SEASONAL EVENTS

SEASONAL AMENITY + EVENT AREA

NORTHBOUND ONE WAY ONLY

6' TALL FENCE ALONG EAST BORDER OF PROPERTY

OUTDOOR RESIDENT AMENITY AREA

LAKESIDE DR

LAKESIDE DR

PARKING STRUCTURE

A, B, C, D, E, F, G, H

Lori Parmenter

From: Deborah Ankney <dmankney@yahoo.com>
Sent: Friday, May 23, 2025 12:39 PM
To: Lori Parmenter
Subject: Gaslight Village project

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Lori-

I have been attending the meetings regarding the proposed Gaslight Village development and still have questions for the City Commission and Mayor. Please pass along my thoughts below: Could there be an opportunity for the residents to vote on the project? If so, what are the steps that need to be taken to achieve that?

I know the developer has met the criteria to amend the PUD but it seems that this is completely different from what was approved in 2004. It might meet height and unit requirements but the multitude of buildings/density make this a completely different scenario than what was originally agreed upon by the City.

I think the Commission has done a great job in making the information available to all. That being said, in conversation with fellow residents, most do not seem to be paying attention. There is A LOT going on in our world right now-between that, raising families and day to day living, most don't seem to have the bandwidth to make this a priority. However, I feel if it was a voting issue they might pay more attention. Also, we would have a true picture of what the majority of residents want-not just the few who attend the meetings for public comments.

This will impact East Grand Rapids forever-both positively and negatively. It seems like it should not be a decision made by the City Commission alone. All should have an opportunity to vote. If that cannot happen, please let me know. If it can, please let me know what needs to happen to get it on a ballot.

Thank you all for your time and service to our community. You all do a great job and it is much appreciated.

Best Regards,
Debi Ankney



Lori Parmenter

From: Janet Dietsch <jdietsch@comcast.net>
Sent: Wednesday, May 28, 2025 10:08 AM
To: Public Input
Subject: PUD amendment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Wondering if you could update the information on the website about the current PUD proposal. It still states 180 residential units etc.

I am hoping that when you present the amendment for the PUD any time especially at the Public meeting on June 10th, you actually compare the current PUD spes with the proposed amendment specs.

If you compare the developers proposal compared to their updated proposal, this is a false way of presenting the information. The amendment is to change the current PUD that is in place, not the changes the developer made.

Thanks
Janet Dietsch

Lori Parmenter

From: Sam Massie <massie.sam.f@gmail.com>
Sent: Wednesday, May 21, 2025 5:04 PM
To: Kate Skaggs
Cc: Ryan Burdick; agroffblaszak@eastgrmi.gov; Bradley Hunter; Ischwartz@eastgrmi.gov; Chris Wessely; Shea Charles; Lori Parmenter; Katie Favale
Subject: Gaslight Investors PUD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Commissioner Skaggs,

As mentioned at the City Council meeting on Monday, I'm a life-long resident of EGR and am not currently opposed to the development or scope of the project but do have some concerns and questions.

Parking and traffic are community issues in our current state of development, and added density and associated parking locations and congestion will definitely impact the character of our community.

The estimated impacts presented at the meeting on 5/19 apparently are based on the current state of development but do not seem to consider the occupancy rate of the initial project's 2 commercial buildings, which do not appear to be fully occupied.

The only study data presented on 5/19 appears to have been extrapolated from previous older studies which I have been unable to find in the city's current project information, although there is some criteria outlined in the approved 2004 PUD.

I believe it would be appropriate for the residents to be informed specifically when the most recent traffic and parking studies referenced were done. It raises concerns with me, and other residents I've spoken with, when the traffic and other studies referenced for the current concept appear to be interpretations of old studies and there is no timeline identified for new studies to support the current PUD concept.

The developers have now had several previous bites at the proverbial apple and their 2004 PUD has expired but it still serves as a reference point.

When reviewing and comparing the approved 2004 PUD with the current revised PUD concept plans there are a couple notable discrepancies.

- 1) The 2004 PUD identifies a total of 107 residential condominium units. The revised PUD indicates 149 residential units of any type.
- 2) The 2004 PUD identified 750-812 parking spaces and conceded to the developer's requested reduction to 687 subject to a report of the City's then traffic consultant. The current concept plan only has 525 parking spaces while increasing residential and commercial density.

As a resident I'm concerned about the wisdom of approving the current concept plan without current facts and data to support it. I believe it would be appropriate to provide (and post for community review) the most current traffic and parking studies, along with the dates they were done, and update them as they are revised. In the interest of transparency it would also be good to know who hired and paid for the old and any new studies.

Once the new data is in and accessible by the community, I believe the new concept PUD should be subject to the conditions of the approved 2004 PUD or put to another vote by the residents of EGR.

I also believe it would be beneficial to know how the city plans to coordinate construction and timing between the upcoming high school project and the Gaslight Partners PUD.

I have looked through the current general project site info on the City's web page but did not find any parking or traffic studies, new or old, but could certainly have missed something. Please feel free to contact me to correct anything that I've missed or misunderstood.

As of what I've seen and heard (up to and including the information discussed in the 5/19 meeting) I encourage you and the other commissioners to withhold approval of the 2025 concept plan until current baseline studies and construction coordination plans are completed and aligned with the approved 2004 PUD, or a new referendum is presented and approved by the residents of EGR.

Many thanks,
Sam Massie
1250 Woodshire Ave SE
EGR, MI 49506
616-914-9523



City of East Grand Rapids
Regular City Commission Meeting
Agenda

YouTube Livestream:
<https://bit.ly/3s8WgQY>

Begins at 6 pm.

June 2, 2025 – 7:00 p.m.
(EGR Community Center – 750 Lakeside Drive)
Special Meeting

1. Call to Order.
2. Approval of Agenda
3. Public Comment.
4. Resolution adopting the FY 2025-2026 budget and setting of millage rates for FY 2025-2026 (*no hearing required; approval requested*).
5. Resolution adopting the FY 2025-2026 fee schedule (*no hearing required; approval requested*).
6. Resolution adopting water and sewer rates for FY 2025-2026 (*no hearing required; approval requested*).

* * *

Public hearings will be held if noted in each agenda item. If no hearing is noted, comments should be made during “Public Comment” in Item 3. The City will provide reasonable auxiliary aids for individuals requiring them for effective communication in programs and services of the City. Notice must be made to the City five (5) days prior to the program or service requesting the specific auxiliary aid.



SHEA CHARLES
CITY MANAGER

CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Shea Charles, City Manager
DATE: May 28, 2025

RE: Adoption of 2025-2026 Annual Budget

Action Requested: That the City Commission approve the attached resolution that adopts the 2025-2026 budget and sets the millage rates as presented in the resolution.

Background: Pursuant to the City Charter, the City Commission can adopt the annual budget at a special meeting to be held after a budget hearing. This year's millage rate for the proposed budget is 11.1419, the same as the current fiscal year. The street and sidewalk millage rate will also match last year's rate of 1.9632.

The resolution also set the debt millage rates for the 2022 Parks Improvement Bonds at 0.3508, the 2025 Parks Improvement Bonds at 0.1419 and the Community Center Complex at 0.6129.

Shea Charles
City Manager

RESOLUTION

RESOLVED, that there be levied a tax upon all property subject to taxation by the municipal government of the City of East Grand Rapids in the City's General Fund for FY 2025-26, the total of which said amount and the amount estimated to be necessary for such purposes is hereby declared to be the sum of \$14,974,010 of which the sum of \$11,495,517 is to be raised by such levy; and that tax rate per \$1,000 valuation is hereby determined to be the maximum allowable under the Headlee Amendment at a rate of 11.1419 mills;

WHEREAS, that there be levied tax upon all property subject to taxation by the municipal government of the City of East Grand Rapids sufficient, with other resources, to pay the principal and interest on all approved millage related municipal debts for FY 2025-26;

WHEREAS, that there be levied a tax upon all property subject to taxation by the municipal government of the City of East Grand Rapids sufficient, with other resources, to complete projects in accordance with the approved street and sidewalk millage to be raised by such levy; and that tax rate per \$1,000 valuation is hereby determined to be the maximum allowable under the Headlee Amendment at a rate of 1.9632 mills in FY 2025-26;

WHEREAS, that, in accordance with the Uniform Budgeting and Accounting Act (PA 2 of 1968, as amended by PA 621 of 1978), the City Commission adopts the FY 2025-26 budget of general and special revenue funds on a department basis as shown in the details of revenues and expenditures attached to this resolution but more summarily provided below:

	Revenues & Transfers In	Expenditures & Transfers Out
GENERAL FUND	\$14,974,010	\$15,523,170
SPECIAL REVENUE FUNDS		
Major Street	\$2,737,340	\$2,737,340
Local Street	\$2,108,430	\$2,108,430
Municipal Street	\$2,543,910	\$3,078,480
Public Safety Training Fund	\$-0-	\$0
Drug Law Enforcement Fund	\$-0-	\$0

WHEREAS, the Commission may adopt the non-general funds for FY 2025-26 as presented in the City Commission approved budget by fund total:

	Revenues & Transfers In	Expenditures & Transfers Out
OTHER FUNDS:		
Parks Millage Debt Service	\$362,100	\$361,500
Parks Millage Debt Service (2025)	\$146,600	\$146,230
Municipal Comp Debt Serv	\$632,700	\$631,850
Parks Capital Project Fund	\$145,000	\$525,000
Water & Sewer	\$5,323,470	\$6,672,770
Health Care Internal Serv	\$1,695,000	\$1,615,500
Motor Equip Replace Fund	\$1,119,500	\$2,123,940
Retirement Systems Fund	\$1,707,800	\$1,705,000
OPEB Trust Fund	\$305,000	\$430,000
Special Assessment	\$10,110	\$10,100

WHEREAS, the Commission may adopt a proposed schedule of various fees for services as presented in the document attached to this resolution; and

BE IT FURTHER RESOLVED that in accordance the Uniform Budgeting and Accounting Act Uniform Budgeting and Accounting Act (PA 2 of 1968, as amended by PA 621 of 1978), authority is hereby given to the City Manager, as the Chief Administrative Officer, to execute transfers within departmental appropriation subtotals of the City's general and special revenue funds without prior authorization of the City Commission, as long as each departmental appropriation subtotal authorization is not exceeded. Amendments to the adopted budget will be made quarterly with adequate documentation.

The City Manager is further authorized to execute the line-item transfers within other City funds if the total budget appropriated for each fund is not exceeded. This authorization excludes major personnel changes and new capital equipment items over \$10,000 except for emergency purchases.

Adopted by the East Grand Rapids City Commission
At their special meeting on _____, 2025

Lori A. Parmenter, City Clerk



SHEA CHARLES
CITY MANAGER

CITY OF
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

MEMORANDUM

TO: Finance Committee
FROM: Shea Charles, City Manager
DATE: May 28, 2025

RE: 2025-2026 Fee Schedule

Action Requested: That the City Commission approve the 2025-2026 fee schedule.

Background: As part of the annual budget process fees for assorted services are set by the Mayor & City Commission. This year the only changes in fees are for Public Works. All other fees are proposed to remain the same.

The Finance Committee has reviewed this item and found it to be in order.

Shea Charles, City Manager



City of East Grand Rapids

PROPOSED Fee Schedule

Effective July 1, 2025

Service	Fee	Additional Costs/ Comments	City Code Section
City Manager			
Liquor License Application - New	300.00		7.52
Liquor License Application - Transfer	150.00		7.52
FOIA Request	35.73/hr	See FOIA form	
Marina License	100.00		3.101
Finance Department			
Data Base/Voting List	See FOIA form		
Snowplow License	100.00 + \$25 per truck		7.90
Lawn Care License	100.00 + \$25 per truck		7.86
Waste Hauler License	100.00 + \$50 per truck		2.5
NSF Checks	30.00		
Notary - Resident	No charge		
Notary - Non-resident	10.00		
Public Safety Department			
Accident Reports	See FOIA form		
Incident Report Copy - 1st page	See FOIA form		
Incident Report Copy - each add'l pg	See FOIA form		
Video Tape Copy	See FOIA form		
Digital Audio Recordings	See FOIA form		
Door-to-door/Transient Merchant	25/day,100/wk,200/yr + \$50 badge deposit		7.36
Local Background Checks	20.00		
PBT - resident	10.00		
PBT - non-resident	15.00		
OWI Cost Recovery	225.00		
False Alarm - 1st call per calendar yr	No Charge		
False Alarm - 2nd call	50.00		
False Alarm - 3rd Call	100.00		
False Alarm - 4+ Call	200.00		
Parking Violations	Separate schedule Overdue: 10 days = fine doubles 45 days = fine quadruples		10.66
Parks & Recreation Department			
Community Center Rental	Separate schedule		
Athletic/Park Facilities	Separate schedule		
Media Production (Film/Photo)	250.00	\$500 if less than 10 day notice	3.141
Pool Rental	Separate schedule		
Special Events	250.00		

Service	Fee	Additional Costs/ Comments	City Code Section
Public Works Department			
Zoning Appeal	250.00		5.121
Zoning Variance - application/processing	500.00		5.121
Zoning Variance - Post-Construction	700.00	added to application fee	5.121
Fence Variance - application/processing	250.00		
Land Division	300.00		5.406
Special Use Permit	500.00		5.121
Site Plan Review - Administrative	200.00		5.121
Site Plan Review - Intermediate	300.00		5.121
Site Plan Review - Complete *	500.00	* Escrow fees also required	5.121
PUD Application/Site Condominium*	1,000.00	* Escrow fees also required	5.121
Rezoning Application	800.00		5.121
Rental Inspection/Certification per dwelling unit	100.00	EGR notice costs \$50; Cascade Twp \$50	8.809
Building Permits	Cascade Township		
Infrastructure Impact Fees:			
New Construction	150.00		
Demo Requiring Permit (primary structure)	150.00		
Demo Requiring Permit (accessory structure)	75.00		
Addition Requiring Permit	100.00		
Accessory Structure Building Permit	75.00		
Pool	50.00		
Plumbing/Mechanical/Electrical	Cascade Township		
Construction B.O.A. Hearing	Cascade Township		
Sign Permit Application	75.00		8.21
Sign Installation Building Permit	Cascade Township		
Mechanical Appurtenances	50.00		
Utility Tap (New):			4.5
1" Tap	200.00	plus cost of materials	
1.5" Tap	300.00	plus cost of materials	
2" Tap	400.00	plus cost of materials	
Meter Replacement or New Meter:			4.5
5/8" (3/4" short) Meter	480.00	At cost	
3/4" Meter	570.00	At cost	
1" Meter	650.00	At cost	
1.5" Meter	2,800.00	At cost	
2" Meter	3,600.00	At cost	
AMI – Cellular Read	\$139.00	At cost	
Replacement of Non-Functioning Meters	No Charge if not damaged / tampered with		
Right of Way Permits:			
Non-Utility ROW (Drive Approach/Sidewalk)	100.00		4.5
Water/Service Connection/Repair	100.00	\$200 in ROW	
Sewer Connection/Repair	100.00	\$200 in ROW	
Storm Connection	NC	\$100 in ROW	
Private Utility, annual permit	No Charge		4.5
Sidewalk Encroachment (café)	No Charge		4.4, 5.70(c)
Forestry	No Charge		3.33
Dumpster Placement permit	No Charge		2.15
Temporary Storage Unit	No Charge		5.75(B)
Fence Permit	No Charge		8.61(M)
House Print Copies	5.00 each		

2025/2026 Parks and Recreation Rental Fees**John Collins Park Rental Rates**

	Current Fees	Proposed
EGR Storefront Business Owners	\$15 per 1/2 hour	no change
Resident of East Grand Rapids	\$17.50 per 1/2 hour	no change
Non-Resident	\$20 per 1/2 hour	no change

Manhattan Park Green Space

EGR Storefront Business Owners	\$10 per 1/2 hour	no change
Resident of East Grand Rapids	\$12.50 per 1/2 hour	no change
Non-Resident	\$15 per 1/2 hour	no change

Athletic Field

Unprepared baseball fields	\$14 per 1/2 hour	no change
Prepared Fields Weekday	\$50/time	no change
Prepared Fields Weekends	\$70/time	no change
All day tournament	\$285 per field	no change
Mehney Artificial Turf Field	\$60 per 1/2 hour	no change
Memorial Artificial Turf Field	\$60 per 1/2 hour	no change
Mehney Turf Field (for profit)	\$75 per 1/2 hour	no change
Memorial Turf Field (for profit)	\$75 per 1/2 hour	no change
Manhattan Park Full Size Field	\$22 per 1/2 hour	no change
Lower Practice Field (inside track)	\$22 per 1/2 hour	no change
Middle School Back Field	\$18 per 1/2 hour	no change
Manhattan Youth Soccer Field	\$16 per 1/2 hour	no change
Wealthy Elementary Grass Field	\$20 per 1/2 hour	no change

Residents of East Grand Rapids receive a 20% discount on all field reservations except where noted. The discount does not apply to business owners, organizations or revenue generating events.

Amenities	Current Fees	Proposed
Full size soccer goals (when in storage)	\$125	no change
Lax Goals (when in storage)	\$75	no change
Lights at Mehney or Memorial Field	\$60	no change
Scoreboard/PA System	\$30	no change
Soccer Corner Flags -	\$30	no change
Staff Supervisor	\$20.00 hour	no change
First Down Chains/Pylons	\$30.00	no change
Manhattan Park Parking Lot	\$168 (Daily)	no change
Tennis & Pickleball Courts	\$8/hour	no change
Canepa Tennis Center full day rental	\$300	no change
Manhattan Park Sand Volleyball Courts	\$16/hour	no change

Manhattan Park Pavilion Rental

Mon.-Thur. Resident	\$69	no change
Mon.-Thur. Non-Resident	\$79	no change
Weekend; Fri.-Sun./Holidays Resident	\$84	no change
Weekend; Fri.-Sun./Holidays Non-Resident	\$94	no change

Residents of East Grand Rapids receive a 20% discount on all field reservations except where noted. The discount does not apply to business owners, organizations or revenue generating events.

Pool Rental Rates

Resident	Current Fees	Proposed
Wealthy Pool	\$129/hour	no change
Wealthy Party-Package (2 hours, use of party room)	\$180	no change no change
High School Pool	\$185/hour	
Additional Lifeguard	\$24.00/hour	no change
Non-Resident	Current Fees	Proposed
Wealthy Pool	\$170/hour	no change
Wealthy Party-Package (2 hours, use of party room)	\$225	no change no change
High School Pool	\$225/hour	
Additional Lifeguard	\$24.00hour	no change

Facility Rental Rates and Information

The East Grand Rapids Parks and Recreation Department is pleased to offer facility rentals for residents, non-residents and organizations. For further details or a tour, contact our office at 616.949.1750.

Facility Rental Rates The rates include tables and chairs except Wege Plaza. A \$100 security deposit is required.	Room Dimensions In Feet	Square Feet	Resident Rate/hr	Non Resident Rate/hr	Organization Rate/hr
Wege Plaza (outdoors) Please review Wege Plaza guidelines	Multiform Shape	13,239	\$131	\$172	\$185
Program Room 101	29 x 30	870	\$41	\$53	\$58
Program Room 102	29 x 40	1,160	\$47	\$62	\$66
Program Room 101 and 102	29 x 70	2,030	\$84	\$109	\$119
Program Room 103	25 x 26	650	\$35	\$46	\$49
Program Room 105	30 x 28	840	\$41	\$53	\$58
Large Conference Room 107	24 x 19	456	\$29	\$37	\$41
Commission Chambers 201	30 x 30	900	\$41	\$53	\$58

Event supervisor(s) will be assigned to all rentals with large parties and parties during non-business hours at a rate of \$20/hour

Facility Capacities (# of people according to style of setup)	*Banquet Style	Theatre Style	Conference Style	Open Square Style	Classroom Style	U-Shape Style
Wege Plaza (outdoors)	300	400	NA	NA	NA	NA
Program Room 101	32	60	22	24	36	24
Program Room 102	48	80	38	28	45	30
Program Rooms 101 and 102	80	100	67	NA	81	NA
Program Room 103	32	40	22	19	27	18
Program Room 105	48	60	29	24	36	24
Large Conference Room 107	NA	30	14	18	18	15
Commission Chambers 201	48	60	31	25	40	21

Tables and Chairs Available (inside use only) Dimensions Total

Rectangle Tables.....30in. x 72in 26

Round Tables.....60in 15

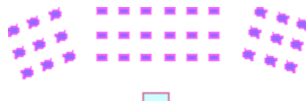
Chairs 100

NO STAGE AVAILABLE

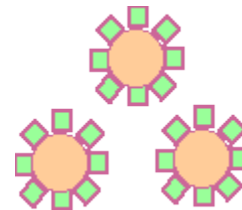
* seating capacity may be less due to food stations and/or dance area



Classroom Style



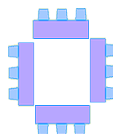
Theatre Style



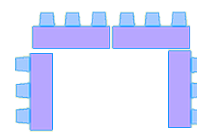
Banquet Style



Conference Style



Open Square Style



U-Shape Style

RESOLUTION ADOPTING WATER/SEWER RATES

WHEREAS Section 2.104 and 2.015 of the City Code provides that the City Commission shall by resolution establish a consumption rate and readiness-to-serve charge for water and sewer service.

BE IT RESOLVED that for the period from July 1, 2025, through June 30, 2026, water and sewer rates shall be as follows:

Residential		Non-Residential	
READINESS-TO-SERVE:		READINESS-TO-SERVE:	
<u>Average Monthly Consumption</u>	<u>Readiness-to-Serve Monthly Charge</u>	<u>Meter Size</u>	<u>Readiness-to-Serve Monthly Charge</u>
0 - 7,000	\$46.97 48.38	3/4"	46.97 48.38
7,001 and up	\$46.97 48.38 + \$3.54 3.65 per thousand gallons of usage over 7,000	1"	62.81 64.69
Multi-units	\$46.97 48.38 plus \$11.74 12.09 per unit	1-1/4"	98.04 100.98
		1-1/2"	140.90 145.13
		2"	250.69 258.21
		3"	563.62 580.53
		4"	1,002.17 1032.24
		6"	3,005.95 3096.13
	<u>Yard Meters Flat Fee:</u>	Multi-businesses	RTS (above) plus \$23.48 per additional business on meter
	\$32.89 33.88 per month (plus usage)		
	<u>Sewer Only Flat Fee:</u>	500,000 and up (gallons per month)	Add \$3.54 3.65 per thousand gallons of usage over 500,000
	\$14.07 14.49 per month (no usage charge)		
COMMODITY:		COMMODITY:	
WATER:	\$2.36 2.43 per 1,000 gallons	WATER:	\$2.36 2.43 per 1,000 gallons
SEWER:	\$4.79 4.93 per 1,000 gallons	SEWER:	\$4.79 4.93 per 1,000 gallons